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Photographs kindly supplied by John Oxley Library, State Archives of Queensland, Mitchell Library, Queensland Education History Unit and Richard Allom and Associates.

Sketches of suburban town halls by James Grose.

Incidental illustrations from *Views of Brisbane, Queensland* (c. 1881) and *Picturesque atlas of Australasia* (1887).

PREFACE

by Rod Fisher

Duke : 'And what's her history?'
Viola : 'A blank, my lord.'

Shakespeare. Twelfth Night. II.iv.28-9.

Not that the written history of Brisbane is a complete blank. For many years individuals with a special interest in the region have examined its past, including contributors to this volume. As a result there are various articles and studies on selected aspects, and more research is in progress (for bibliographies see Johnston 1980, Zerner 1981).

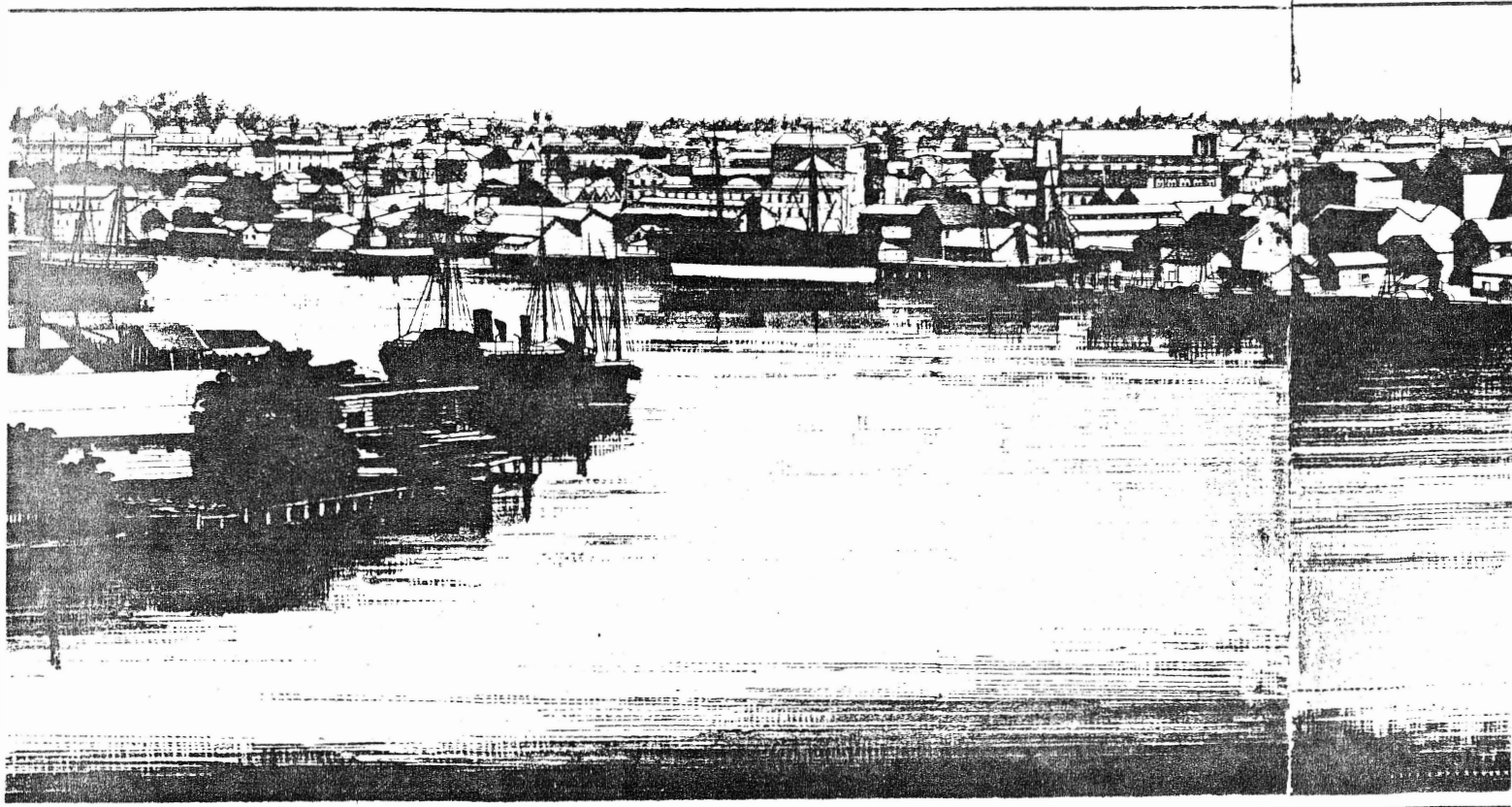
But altogether this work on Brisbane history has been quite fitful and fragmentary. There are not merely huge gaps in knowledge, but also no interpretative overviews since foundation, nor any for particular phases. Many sources remain scattered, difficult of access or simply untouched, and there have been few attempts to combine documentary material with visual remains - such as maps, plans, photographs, topography and artefacts of all kinds - nor to analyse these sources per se. In method and approach, much of the work has kept within the straight-jacket of this or that discipline, instead of drawing whatever is needed from different fields. So much smacks of local and amateur history in the traditional sense, with very little reference to recent developments in other areas and overseas (see the *Urban history yearbook*). The field of Brisbane history has hardly been tilled, despite its potential.

For this reason the Brisbane History Group stepped into the breach during 1981, as the only body devoted to the history of the Brisbane region (see Chapter 15). In particular, several of the Group's activities have attempted to convey the breadth of Brisbane's history, in subject, sources, approach and achievement, as well as some of the issues involved. This was the theme of the full day workshop at the Bardon Professional Development Centre (28 March), followed by the evening on community history at Toowong (27 May) and the industrial walk-drive tour of the city (26 July). In order to reach a wider audience, the essence of these sessions has been distilled in more tangible booklet form. Grouped according to public, practical and personal aspects, each paper conveys the current position regarding the study of Brisbane's past, not that every aspect is covered by any means.

The final section on probing Brisbane considers the nature of historical sources, as well as listing members of the Brisbane History Group and details of related associations, followed by the major references cited throughout. We hope that you find the collection profitable and would appreciate your comments and corrections.

PART 1

PUBLIC BRISBANE



PUBLIC BRISBANE

Introduction

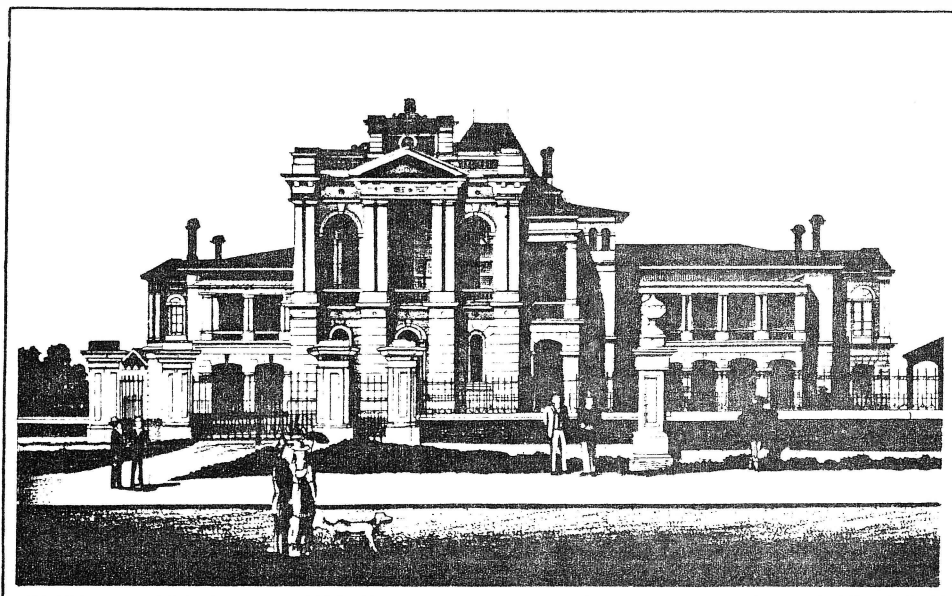
by Rod Fisher

'Put on a happy face'. Like the song-title, cities have tried for centuries to impress their personality on inhabitants and visitors alike, despite their underlying problems. Brisbane is no exception. Witness the flurry of face-saving preparations for the Commonwealth games. From convict days to current redevelopment, Brisbane has put its public face on display.

Starting with the basic physique of local topography, climate and resources, clothed with layers of subdivision and settlement, the City has developed a style of government, a form of building and a pattern of institutions - a distinctive organism which merits analysis as a whole.

In this section, however, only a few public features can be glanced at. On government, John Laverty considers the position regarding local authority, specifically the Brisbane City Council. Rather than deal with the more public buildings of the city centre (see De Gruchy 1977), Richard Allom concentrates on the significance of town halls and minor works. Of the various cultural institutions, education, which is Tom Watson's field, merits particular attention in the urban context, while Margaret Maynard looks at the attempt by artists to identify with their colonial environment.

In fact, despite decades of substantial development, Brisbane might be termed a city in search of a public identity.



THE LAW COURTS.

CHAPTER 1

GOVERNMENT

Local government in Brisbane : An historiographical view

by John Laverty

If only we could place the municipal government of Brisbane in its State context. But unfortunately a good history of local government in Queensland has yet to be written. G.H. Knibbs, *Local Government in Australia* (Melbourne Government Printer, 1919, p.1) provides a brief historical, statistical and general survey of local government functions in all states, but it lacks interpretation and is a source which is not easy to use. Allan A. Morrison, *Local Government in Queensland* (Brisbane, Smith and Paterson, 1952) offers a brief historical sketch of the development of the Queensland local government system, which is virtually an updated published version of Morrison's MA Thesis (University of Queensland, 1935). Since it is based largely on a study of local government bills as they were presented in *Parliamentary debates*, the account of the legislation is not always accurate. Furthermore, it is a chronological, rather than a critical account which, apart from a section on the establishment of Greater Brisbane, does not focus sharply on municipal government in Brisbane. One of a series of seven articles by Allan Morrison in volumes 33 and 34 of *Local Government*, the journal of the Queensland Local Government Association, is also concerned with the establishment of Greater Brisbane and largely duplicates the section in the pamphlet published by Smith and Paterson.

Robert H. Robinson's, *For my country; a factual and historical outline of local government in Queensland* (Brisbane, Smith and Paterson, 1957) is a useful source of information on local government in general and of municipal government in Brisbane in particular. Robinson was a public servant from 1906 until his retirement in the early 1950s, and he served as Under Secretary of the Department of Health and Home Affairs from 1942 to 1953. He was therefore an observer or participant in many of the developments of local government during the period 1906-56. The sections on the creation of Greater Brisbane in 1925 and on the re-organization of Greater Brisbane administration during 1939-40 are particularly illuminating. However, the book is far from a history of local government. It is poorly organised and uneven in quality. Indeed, it might more accurately have been entitled 'My reminiscences on local government after forty-five years in the public service'. The work is nevertheless a valuable source book for anyone researching municipal government in Brisbane.

Other works by Robinson worth perusal are :

First century of local government in Queensland; a few impressions of local government legislation and administration by a central government administration, Brisbane, Smith and Paterson, 1953; and 'Short history of local government in Queensland', *The Historical Society of Queensland journal*, 5, 1956, pp. 1176-1191 (Repr. in *Local Government* 53, 11, 1958, pp. 63-66 and 53, 1958, pp. 63-70.

Robinson also published a series of articles concerned with various aspects of local government (*Local Government* 55, 1960, and 56, 1961) which provide useful information. Another helpful source on general aspects of local government in Queensland is C.E. Chater's, *Local government law and finance, December 1920*, (Brisbane, Smith and Paterson, 1921). This pamphlet has some perceptive comparative information dealing not only with local government law and finance but also with population densities and their financial implications. Brian S. Marsden's article, "'The whole colony was to become a municipality' : the territorial foundation of local government in Queensland", (*Urban issues*, 3, 3, 1972) throws some light on the basis on which the boundaries of local government Divisions were fixed in 1879 which is relevant to Brisbane.

I have written an article-length piece which traces the broad contours of local government development in Queensland and looks in particular at the usurpation of local authority functions by the central government and its agencies. It is not specifically directed towards Brisbane, but because this attrition of local government functions is most pronounced in metropolitan government much of the work is relevant to the city. It is expected to appear as a chapter in an extensive study of local government in Queensland to be published by the Australian Institute of Urban Studies this year. Perhaps the best introduction to the early development of Brisbane and to the establishment of municipal government in the town is to be found in my BA thesis, 'Development of the town of Brisbane, 1823-1859' (University of Queensland, 1955).

Without sounding immodest, it might be said that Gordon Greenwood ed. and John Lavery, *Brisbane, 1858-1959 : a history of local government* (Brisbane City Council, 1959) is the most authoritative work yet published on municipal government in the city. It is an analytical account of the development of local government in the metropolitan area over a hundred year period which places this history in the context of a developing city. The development of local government in Brisbane up to 1925 is related more closely to the growth of the city in my PhD thesis, 'The history of municipal in Brisbane 1859-1925 : a study of the development of metropolitan government in a context of urban expansion' (University of Queensland, 1968). Some of the new work was subsequently published in article form, namely :

'Metropolitan government in Brisbane 1859-1925', *Queensland heritage*, 2, 6, 1972, pp. 12-20; and

'Greater Brisbane : a response to problems of metropolitan government', *Australian journal of politics and history*, 18, 1, 1972, pp. 34-51.

In a more recent paper presented at a history seminar on Brisbane during 1976, 'Greater Brisbane in Retrospect' in *Brisbane retrospect : eight aspects of Brisbane history* (Brisbane, Library Board of Queensland, 1978, pp. 24-49), I offered an impressionistic assessment of the success of the Greater Brisbane Experiment which extended the study of the Brisbane City Council to 1975. A more carefully researched work, 'Greater Brisbane and Local Government', published as chapter 5 in *Labor in Power : the Labor Party and government in Queensland 1915-57* ed. D.J. Murphy and others (Brisbane, University of Queensland Press, 1980), traced and analysed the local government policies and practices of the Queensland Branch of the Australian Labor Party. An earlier article, 'Metropolitan and central government in Queensland, 1889-1925', published in, *Questioning the past* ed. D.P. Crook (Brisbane, University of Queensland Press, 1972, pp. 266-81) focuses on the evolving relationships between central government and local authorities in Brisbane. Although it concentrates on the financial aspects, another article, 'The loan works programme of the Brisbane Municipal Council, 1959-78' (*Business archives and history*, 2, 1, 1962, pp. 55-64) is also concerned with the relationships between the Brisbane Municipal Council and the Queensland Government. Relationships between the Brisbane City Council and the State Government during the

period 1950-78 are explored by Carol Sheffield in her BA thesis entitled, 'Brisbane City Council - Queensland State Government : major inter-governmental conflicts 1950-1978' (University of Queensland, 1979).

There are several souvenir histories and works by people in municipal government which are worth consulting, though lacking the historian's sense of order and analysis. Both the old Brisbane and South Brisbane City Councils had souvenir histories prepared in 1925 by F.J. Brewer and R. Dunn before they were merged into the Greater Brisbane Council :

Sixty years of municipal government, Brisbane City Council, 1925; and
The municipal history of South Brisbane, Brisbane, Pole, 1925.

As is often the case with histories of this kind they lack critical analysis and are based on rather superficial research.

J.J. Knight, one of Queensland's earliest historians, has done a more respectable, but somewhat superficial piece of work in his *Brisbane : a historical sketch of the capital of Queensland giving an outline of old-time events, with a description of Brisbane to the present day, and a municipal retrospect* (Brisbane, 1897). Like the souvenir histories, it is light on research, but has, nevertheless, the virtue of being informed by the judgements of an astute contemporary observer.

Several other works have been written by people with experience in local government. Arthur Laurie, one of the first aldermen elected to the Greater Brisbane Council, has written two articles based on municipal minutes and other documents on the origin and early history of the Brisbane Municipal Council which should interest those concerned with Brisbane in the 1850s to 1870s :

The Inauguration of Greater Brisbane, Brisbane, Watson, Ferguson, 1928; and
Greater Brisbane, 1929, Brisbane, Watson, Ferguson, 1928.

There are several significant studies of the administrative side of local government in Brisbane which warrant study, especially theses. 'Recruitment and role perceptions of Brisbane City Council aldermen : a study in aspects of political socialization and legislative behaviour' by Malcolm J. Hazell (BA thesis, University of Queensland, 1971) provides a valuable assessment of the motivations and behaviour of Brisbane City aldermen. J.D. Tucker's 'Aspects of the Brisbane City Council's administrative organization' (M Pub Ad., University of Queensland, 1974) is a thoroughgoing piece of research into the public administration aspects of metropolitan government. James C. Slaughter, who was Town Clerk and City Administrator for over thirty years, has given two papers on the operation of local government in Brisbane :

'Local government structure with special regard to the administration of Greater Brisbane', in the Local Government Association of New South Wales : Local Government Summer School No. 3 *Proceedings*, 1947, pp. 44-58; and
The great experiment; a study of local government in Brisbane, Brisbane City Council, 1964.

Enid Barclay has done some solid work on public health in Queensland which is relevant to Brisbane. Most of it is in thesis form, but she has published the article, 'Fevers and Stinks : some problems of public health in the 1870s and 1880s' (*Queensland heritage*, 2, 4, 1971, pp. 3-12). A fuller account of this aspect of local government may be found in her BA thesis, 'The public health movement in Queensland, 1859-1900', (University of Queens-

land, 1969), and a more definitive study in her MA thesis, 'Aspects of public health in Queensland from 1859-1914'. These works contain a great deal of well documented information on various aspects of public health which is critically analysed and interpreted, unfortunately largely with hindsight. There has not been a consistent attempt to consider the public health problem in the context of a frontier society, and a failure to see it clearly in terms of an evolving medical science which had an obligation to secure public acceptance of its changing theories on sanitation and public health.

The history of town planning has been fairly thoroughly researched over the last decade and a half. In an article on 'Town Planning in Brisbane 1842-1925' (*Australian Planning Institute journal*, 9, 1971, pp. 19-26), I analysed those activities of metropolitan local authorities which had a planning dimension, and traced the emergence and influence of a town planning movement after the turn of the century. In his MA thesis 'A study of the formation of the Brisbane town plan' (University of Queensland, 1968), David N. Cox has given a carefully researched, analytical account of the history of town planning in Brisbane between 1925 and 1965, using political science methods of investigation, analysis and interpretation. Kenneth N. Toms concerned himself with the administration of the Brisbane town plan since its gazettal in 1965 in his Master of Urban Studies thesis, 'The Administration of the Brisbane Town Plan'. More recently Phil Fletcher has submitted a thesis to the Queensland Institute of Technology on the history and operation of town planning in Brisbane, which I understand is a sound piece of work.

Finally, although Brisbane local authorities have only ever had a marginal responsibility for the Port of Brisbane, it is a local facility in which they have had an interest and one which influenced a number of their other activities. For this reason Glen Lewis's, *A history of the ports of Queensland* (Brisbane, University of Queensland Press, 1973), is worth consulting on its development.

What then remains to be done? There is an urgent need to study the work of suburban local authorities in detail during the period before 1925. In doing research for *Brisbane 1859-1959* I spent some time looking into the establishment, administrative arrangements and work of suburban councils and boards, but the nature of the project and the time and funds available did not permit a thoroughgoing investigation of each of the suburban local authorities. There is a need now for research on the development of suburban Brisbane in the round which will encompass local government, as well as the socio-economic aspects of the evolving suburban life-style.

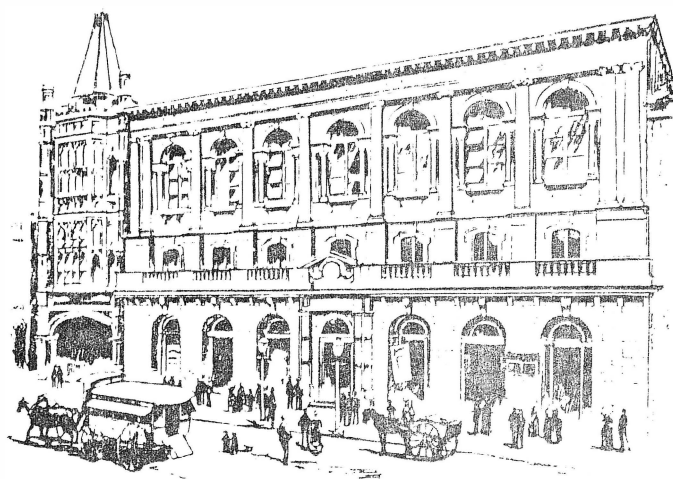
An interesting project would be to investigate the effects the establishment of Greater Brisbane had on suburban communities. It would be useful to know, for example, how the abolition of suburban local authorities affected business and social activities in the suburbs and whether Greater Brisbane created a less parochial attitude towards the city as a entity.

The role of city-wide services and amenities, such as transport, water supply and sewerage, gas and electricity supply, public health and town planning in the expansion of Brisbane needs further investigation, especially their relationship with the suburbanisation of the population. Did the competition between tramways and railways, for example, lead to excess capacity? To what extent was suburban development made possible by rapid and cheap public transport? In what ways did the motor bus and motor car change the spatial pattern of the city and the life style of its citizens? Indeed, what consequences did the sparse urban settlement pattern have on the cost of public utilities?

Much work remains to be done on the politics of local government. From what social groupings were the aldermen drawn before the advent of political parties in local government in the early 1920s? Was local government used as a stepping-stone to colonial or state politics? Research is also required into municipal political parties, for example, the Citizens Municipal Organization, I have done some work on the Labor Party and municipal government, but no in-depth research has been undertaken into non-Labor municipal parties.

A definitive history of municipal administration still remains to be written, and it seems that it is now time to take a further look at the Greater Brisbane period of metropolitan government. Consequently I have been discussing the possibility of undertaking a joint political-historical project on the Greater Brisbane experiment with a colleague in the Government Department.

To return to the beginning of this survey, one study that is sorely needed is a definitive history of local government in Queensland, since there is a danger that the history of Brisbane will be studied in isolation from the development of Queensland. For most of the time, local government in Brisbane has operated under legislation which applied to the whole state. Even after Brisbane was given its own charter in 1925, the general local government legislation and other specific legislation, such as the Health Acts, applied to it. It is essential therefore that metropolitan government be seen in the general context of the Queensland local government system. This will be hard to achieve until a scholarly history of local government in Queensland is available.



OLD BRISBANE TOWN HALL
QUEEN STREET

CHAPTER 2

BUILDING

The built environment as an historical resource

by Richard Allom

When I first became professionally involved in the care of the historic environment, history, insofar as it was useful in practice to the conservation of the built environment, was very much the province of amateurs. It was almost totally concerned with personalities and dates, and in a general or overview sense, rather than with hard information about building technology, practice or procedures. For that matter very little general history was determined by a detailed or hard study of the historic environment - of those buildings and structures that survive from earlier times - but was rather drawn from documentary or other sources.

The gathering of information, although clearly necessary before reasonable decisions on the care of historic fabric could be taken, was left in those days to those actually involved in conservation work on the different buildings and sites, with consequent and expected variation in the results. An additional problem was that little if any results were published or made available to other researchers or practitioners.

Seven years later the tide has turned. Now there are many professionals, including archaeologists and historians, who have a deep interest in the built or cultural environment and who are producing historical evidence useful to those in the business of conservation : architects, town planners and engineers as well as museologists and conservators of movable objects.

For example, the Australian Society for Historical Archeology issues a regular bulletin with articles covering such matters as the history of Wunderlich pressed-metal ceilings and the development of the technology of glass bottle manufacture. Recently the New South Wales Heritage Council advertised for consultants to research such diverse topics as nineteenth century window glass and underground wells in the early days of the colony. Slowly, then, a store of useful information is being gathered by professionals and presented in a more thorough and accessible manner. And as a result of such studies, the general information and background history takes on a more vital and real dimension. Indeed, at a recent conference in Melbourne a whole range of historical research was presented, ranging from historic gardens and landscaping to different aspects of interior design and building technology, all having an application to the care of the historic built environment.

In Brisbane, the History Group might take up the challenge and encourage similar investigations into the history of all aspects of the built environment, generally and specifically. In the meantime, practitioners such as myself continue to search out history for ourselves, especially by probing physical rather than documentary evidence. Both approaches, of course, need to be applied for a proper understanding, whether for aesthetic or cultural appreciation, or for subsequent conservation action.



FORMER COORPAROO TOWN HALL 1890-95



FORMER SOUTH BRISBANE TOWN HALL 1892

In terms of public building, this may be illustrated by a recent survey carried out by my office on Brisbane town halls, for the Brisbane City Council (Allom 1978). It was our aim to make the report as useful as possible to the Council by spelling out not only those items worthy of conservation, but indeed the reasons for their significance and the likely benefits of conservation. To highlight the significance of each building, it was necessary to reconstruct its historical background and change over time, including the production of exact floor plans at different stages, the assessment of each building's present condition, and the making of recommendations for future conservation.

Monetary limitations defined the extent of work, so that the survey concentrated on former town hall buildings from free settlement in 1842 until the amalgamation of various town councils into the Brisbane City Council in 1925. In the process it was found that of twenty such buildings existing just prior to amalgamation, only five survive in council ownership, (Hamilton 1919, Ithaca 1911, Sandgate 1911, Toombul 1890, Windsor 1897) and two others no longer in Council hands (Coorparoo 1890-95, South Brisbane 1892).

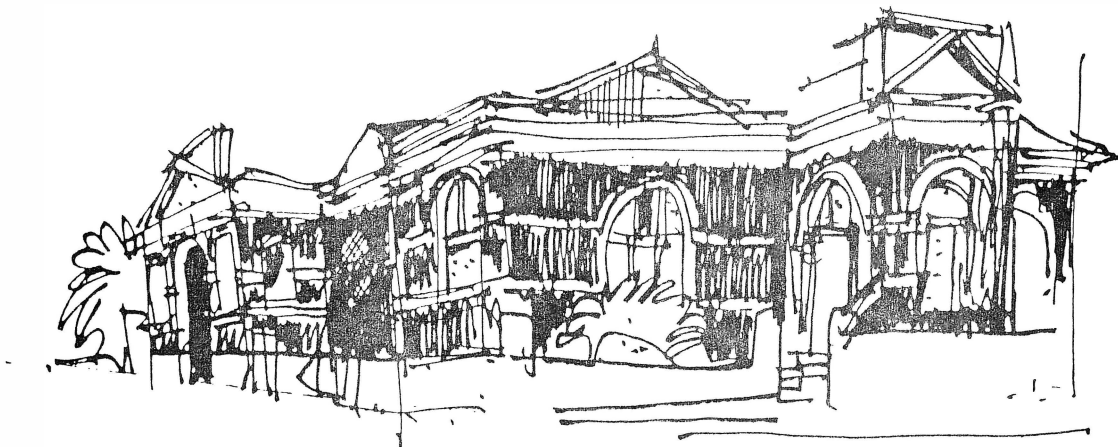
In some ways the emphasis on former town hall buildings was unfortunate because it meant that other council premises and items of significance received only token treatment. For many historic structures remain, especially those relating to services such as water, electricity and transport, ranging from simple houses to major engineering works. The study did identify a handful of these secondary buildings as worthy of immediate care and later study, including : the Windmill and Reservoirs at Wickham Terrace; the Public Baths at Torrington Street, Spring Hill; the Schools of Arts at South Brisbane, Kurilpa and Bulimba; the former School of Arts at Ann Street, Brisbane; a Grandstand at Memorial Park, Graceville; the Rotunda and Kiosk at New Farm Park; a Rotunda at Moora Park, Sandgate; the former Sextons House at Mount Coot-tha Road, Toowong; tram and bus shelter sheds of different periods and styles about the city; ferry terminals and shelter sheds, especially those at the Customs House, Queen Street; remains of vehicular ferry ramps at Eagle Street, Brisbane, and Commercial Road, Newstead; the cast-iron urinal at Commercial Road, Newstead; the Maritime Buildings near Petrie Bight; the Retaining Wall at Petrie Bight.

In addition to such secondary works, there is an array of minor elements worthy of conservation in historic terms. Though not considered in that study, the following examples indicate their extent : a variety of stone paving, kerbing and channelling throughout the city; grating covers, public seats and rubbish tins of various designs; walls and cuttings; timber fencing and stairs in keeping with the hills and divides; drinking fountains and war memorials; house numbers and street signs (many of which have changed not only in type but more unfortunately in name); street trees such as the magnificent figs at Normanby and the camphor laurels of New Farm; and the many public conveniences scattered throughout the city and suburbs. All of the above, of course, are representative of different periods and styles, which is the very essence of their value and significance.

Apart from any intrinsic merit, these minor elements of public building are of historic value not only because they are often representative of processes and practice since lost, or because of their association with events and activities important in the growth of the city, but because they represent the work of twenty independent councils, each of which had been responsible for its own civil and community works. In fact each shire differed in social composition and wealth, and hence in attitude and approach to local responsibilities.



FORMER WINDSOR TOWN HALL 1897



FORMER HAMILTON TOWN HALL 1919

Such differences, as expressed in the surviving physical environment, are quite apparent in the two adjacent former shires, Hamilton and Windsor, both of whose town halls survive. Hamilton separated from Nundah and Toombul, ridding itself of the less salubrious areas by 1890 and developing into a suburb of some wealth and influence. In contrast, Windsor, which broke away from the division of Ithaca in 1886, was an old, largely working-class area, with less to spend on the niceties of life.

The difference in outlook and wealth is clearly expressed in the scale, design and construction of the two town halls : Hamilton, a somewhat grand building with generous meeting and ancillary rooms, and Windsor, in contrast, being small and strictly functional (see illustrations).

Although Windsor had a working quarry within its boundaries, stone curbing and channelling is by and large concentrated on the central area of the former shire along Lutwyche Road and around the Town Hall, in comparison with the more extensive use of stone flagging within the wealthier Hamilton shire.

Allotment sizes and the quality of housing are quite different in each former local government area, as clearly shown on either side of the former boundary between the two towns at Bonney Avenue, Clayfield (then Sandgate Road). The high side (Hamilton) is subdivided into larger allotments with substantial housing; the low side (Windsor) is generally subdivided into smaller allotments with working-class cottages. Using an old map of the pre-1925 municipal boundaries, similar observations of physical differences may be made right across the city.

These might be superficial observations; but since most of the pre-1925 council records have been destroyed since the amalgamation, the physical evidence of Brisbane's past is of paramount significance if the history of the city is to be understood. Unfortunately much of that evidence, too, has been obliterated. Of the eight surviving town halls, only Coorparoo is truly representative of the original twenty, since the majority in 1924 were of timber construction. Of the secondary works mentioned above, several have been demolished in the last three years, including the ferry terminal at the corner of Alice and Albert Streets, the cast-iron urinal at Newstead and the Sextons House at Toowong.

The major buildings such as town halls will, within the present level of public consciousness, largely look after themselves; but the more ordinary secondary and minor works are being lost daily. Their retention requires an argument based on more than mere architectural merit (which is now sometimes accepted as a reason for keeping historic structures). It is essential, then, to highlight the historic significance of these minor elements. This can best be achieved by careful and early research to reveal their historic value to the city and the wider community.

Altogether, public building forms a precious part of Brisbane's great outdoor museum and is central to the very character of the city itself (cf. Kerr 1980, Jeans and Spearritt 1980). A city without a past is a no-man's land, so that public building in all its manifestations provides us not only with historic reference points for understanding what Brisbane was and where it is going, now and in the future, but also with the very stuff of history - a resource too precious to waste.

CHAPTER 3

EDUCATION

Schooling in urban context

by Tom Watson

Brisbane's educational history has taken place largely in an urbanised setting. The exception might be the early convict settlement when it only amounted to a village. John Steele (1975) has shown that the state ran a school, under the Anglican Church and Schools' Corporation, in this remote penal outpost. After the departure of Mrs Ester Roberts, the store-keeper's wife, a number of soldier-teachers taught the children, who came from the homes of commandants, and soldiers as well as the women convicts. The Rev. John Vincent, the first Chaplain, described it in adverse terms : 'The school room is very indifferent and much too small for this excessively hot climate and is situated in a very objectionable place near the wharf, where gangs of prisoners are continually passing and repassing the river'. Its closure in the early 1830s meant that young Tom Petrie received instruction in his letters from Peg-Leg, a lenient convict-teacher. Tom also learnt many bush-lessons from the Aborigines whose language he came to speak. The German missionaries at Nundah opened a school for Aborigines and for their own children. Few Aboriginal children stayed very long and the mission eventually closed.

Public education did not flourish before Separation, the major schools being either private or church-owned. State or National education began at Warwick on the Darling Downs, through the support of the Leslie brothers. The 1860 Primary School and Grammar School Acts, passed by the Queensland Parliament in Brisbane, heralded a new era in State Education. Griffith's 1875 Act and Pizzey's 1964 Act increased the powers of the State in education so that it extended like an octopus with feelers in every corner. Thus, 'Public Brisbane - Education' is part of 'Public Queensland - Education' in a highly centralised system, befitting a state covering 667,000 square miles (see Holthouse 1975).

Nevertheless the history of Brisbane education is an urban study. The first settlers became townsmen, although the rural influence was never far away. For this reason Ronald Lawson sub-titles his work on Brisbane in the 1890s as 'A study of an Australian urban society' (1973). The foreword stresses the importance of such a study in one of the most highly urbanised societies in the world, a trend that has accelerated markedly in the twentieth century. Lawson counteracts Russell Ward's rural emphasis in *The Australian Legend* as revealed in 'the bush ethos'. Cities, as Asa Briggs, and others have shown, also reveal national character. There is, therefore, 'the city ethos' in Australia and in Brisbane, revealed in its buildings, people and outlook. In educational terms they are the schools, colleges, universities institutes of technology, conservatoriums of music, etc. and the teachers, pupils and students who come under their influence.

This development may be traced in educational records, comprising government reports, state archives, newspapers and personal records (including *Pioneering* by the Hon. R.M. Collins MLC, an early pupil at the Brisbane

Normal School, and *Then and now* by F. Francis, a student at Brisbane Grammar School in the 1870s. The Department of Education's History Unit has collected much data on Brisbane schools, including a collection of visual sources relating to buildings, teachers and pupils.

There is also history engraved on stone or wooden tablets in the schools, colleges and universities themselves. One of Brisbane's most notable schools has such a permanent memorial on a wall of the Government Tourist Bureau in Edward Street :

These three stones formed part of the

NORMAL SCHOOL

which stood on this site from 1862 to 1927, and incorporated in this building to perpetuate the memory of this school that played so important a part in the history of education in Queensland. The first headmaster was John Rendall, who served here from 1862 to 1873. He was succeeded by James Semple Kerr, whose association with the school lasted for a period of thirty-two years (1874-1906)

'Est Genius Loci'

A Brisbane landmark is thus commemorated, and its early nineteenth century founders, although the omission of Margaret Berry, head of the girls' section for thirty years, is unfortunate. Nor is there direct mention of the generations of Brisbane boys and girls trained there, a fair number of whom gained Grammar School scholarships from 'Bully' Kerr's efficient, highly-disciplined system. Doubtless their names were perpetuated on Honours Boards, as still found in the Petrie Terrace school to this day.

From the inner schools like the Normal, Petrie Terrace, Fortitude Valley and South Brisbane, others grew as Brisbane and the state prospered. Mount Gravatt started as a small provisional school in 1874, under Mr Beach, an elderly schoolmaster, who had to use an eye-glass to help his short-sightedness, and thereby tended to lose control of his pupils. From provisional status Mount Gravatt became a fully-fledged primary school in the later nineteenth century and a high school in the twentieth. Many schools have now written their centenary histories, such as the Oxley West State School, which began under Major A.J. Boyd with 117 pupils on the roll, but fewer in actual attendance, on March 25th 1867. It changed its name to Sherwood State School in 1878, thus becoming part of a Brisbane suburb's local history.

State supported secondary education began in Brisbane with the founding of Brisbane Grammar School in 1868. Since the government wanted its site for the Roma Street railway station, the school moved to Gregory Terrace in 1881, under the headship of an outstanding Brisbane educationalist, Mr. R.H. Roe, MA (Oxon). Prince Edward and Prince George, members of Britain's Royal House, planted a tree there in 1881 in the presence of Charles Lilley, the Chief Justice, and other trustees. They left this message :

Boys of the Brisbane Grammar School

We are glad to have come here today and to have seen you all face to face. When at Sydney we heard of those of your schoolmates who had achieved distinction in the University examinations there, and we hope that many of your number will follow in their honourable footsteps. May all of you, as members of a school second to none in Australia, prove true to the discipline and education you here receive, and be known of us as men here-

after for bearing no unworthy part as Queenslanders in the future of this great country.

*Edward
George*

But again the ladies at Brisbane Girls' Grammar School received no recognition!

Such grammar schools are just as much part of Brisbane's social as educational history. Only fee-payers and scholarship-winners obtained a place there. State secondary schools grew only slowly until the acceleration of the late 1950s and 1960s to supply the needs of a much more technological and international society. Brisbane State High School, opened at Musgrave Park in 1924, deserves special mention as a leading state secondary school with GPS status. Modern secondary schools have incorporated designs better suited to a tropical city. Corinda, for example, has spacious grounds and many shady trees. The pupils cycling there in this jet-age make a great contrast with Normal School pupils walking along dusty or water-filled roads in their broad-brimmed hats and oppressively warm male knicker-bockers or female long dresses.

Other educational milestones include the North Brisbane School of Arts, founded in 1849, by W.A. Duncan Esq. and supported heartily by Scottish migrants from the '*Fortitude*' which gave an intellectual lead to the city by its library, reading room, regular lectures and debates. It is also commemorated in stone in Ann Street. Brisbane became a University city in 1909 with the laying of the foundation stone of Queensland University in the former governor's residence. The plaque today is encompassed by the massive buildings of the Queensland Institute of Technology, created in 1965 to further tertiary education, and the Conservatorium of Music, started in South Brisbane in 1957 and moved to more spacious premises where it became autonomous in 1971. The plaque reads :

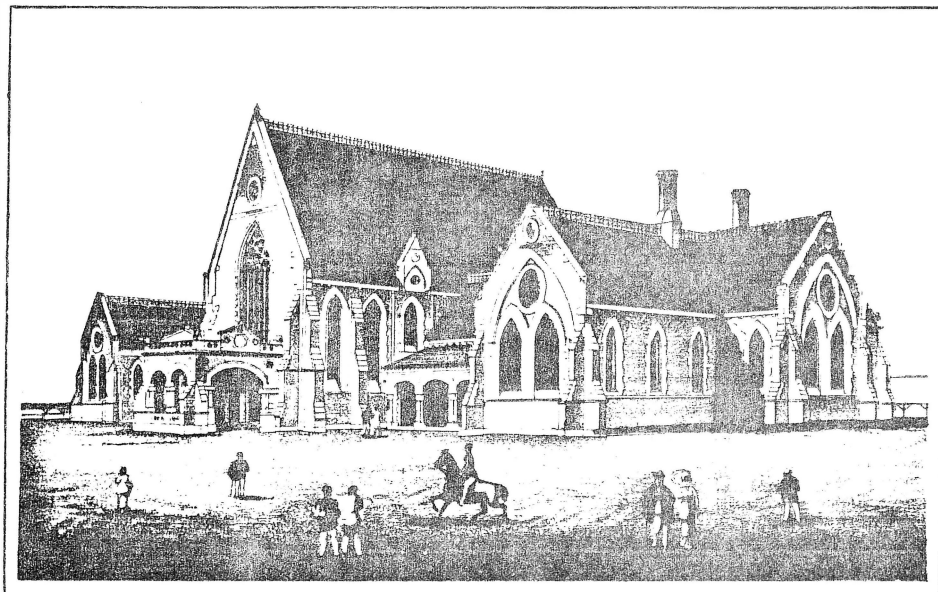
Dedicated to the University of Queensland
by his Excellency the Governor
SIR WILLIAM MACGREGOR, G.C.M.G. on behalf
of the people of Queensland
on 10th December 1909
The Fiftieth Anniversary
of the Establishment of the
Responsible Government in
Queensland.

W. Kidston,
Chief Secretary

The gown has brought many distinguished men and women to Brisbane town. J.D. Story, Secretary of Public Instruction (1909-1922), Public Commissioner (1922-36), Vice-Chancellor (1936-1960), and a Senate member for over fifty years, worked hand in hand with Premier Forgan Smith to transfer the University from the cramped quarters in George Street to the splendid river-side site at St Lucia. Prof. Fred Schonell and his wife, Eleanor, international educationalists in the field of special education, arrived in the midst of the years of great expansion in the early 1950s and 1960s. Sir Zelman Cowen present Governor-General of Australia, succeeded Fred Schonell. Griffith University, in memory of a zealous educationalist, opened in bushland at Nathan in 1974 with an emphasis upon environmental studies within an urban city. The Commonwealth's Martin Report in 1964 paved the way for up-graded colleges and institutes, as demonstrated in new buildings and students at Kelvin Grove, Kedron Park and Mount Gravatt, and in an army of more highly trained members, male and female, for the work-force. The plaques to perpetuate their openings, as with so many school science laboratories and libraries, acknowledge the part played by the Commonwealth in this educational

expansion.

'Public Brisbane - Education' is not a narrow, local story, for Brisbane is part of a state, a nation and an international community. Educational development in buildings, people and finance reflect that breadth. But it is also a story of students in society. A new venture among historians is the history of childhood. James Bruce Ross, for example, has written on 'The middle class child in Urban Italy'. It is possible to make a study of the middle class child in one of Brisbane's eras, or, for that matter, the lower class child, the former at a Grammar School, the latter at a primary school. Such a concept places education in far wider terms than mere schooling. The home is as great an influence in education whether in Toowong or Ascot, or the West End or Inala. The same can be said of students. The city, as the Greeks of Athens, well knew, is another decided educational influence, not only in its physical environment but in the education obtained through contact with greater access to libraries, concerts, sporting fixtures, distinguished visitors and groups, demonstrations and so on that cities provide. They are in the forefront of change. The city, as Pericles once stated, is indeed an education in itself, revealing every aspect of urban culture, for better or for worse (see Connell 1975).



THE GRAMMAR SCHOOL.

CHAPTER 4

ART

Martyrs to civilisation? Problems of nineteenth century art in Brisbane

by Margaret Maynard

It has been said, frequently enough, that the history of Australia has been shaped by isolation. But can this generalisation apply in any real way to the history of art in nineteenth century Brisbane? Perhaps we need to place more emphasis on a broader context for our local history. Would it not, for example, be more appropriate to assess the extent to which Brisbane's cultural history was given momentum by artists born or trained in Europe, seeking to emulate the civilised aspects of the mother culture? To assess the persistence of artists setting their standards in relationship to Europe in preference to considering their development in isolation? One can certainly ask the question '*How can we define Queensland art?*' But pursuit of such a narrow question could well be unrewarding. Any such move could result in over indulgence in detail and an error in overall judgement. The consideration, for example, of a narrow context only for local Queensland art would fail to see the small aesthetic contribution which it made to art historical matters in general.

Furthermore, if forced to move away from qualitative aesthetic matters, we come either to Queensland art simply as social history, or to the mere issue of subject matter. Again the extent to which the definition of Queensland art depends on subject matter is one which places us in a difficult situation. Painters like Oscar Friström, Isaac Jenner and Robert Rayment of course painted local subject and landscape. Yet someone like Jenner, although self-taught, was steeped in a romantic, European landscape and marine tradition. His obsession with sunrise and sunset subjects (he taught oil and crayon drawing of sunsets at the Technical College) and his theoretical art jottings now at the Queensland Art Gallery archives betray his academic, at times even Ruskinian, leanings. His apparent despair at the uncivilised cultural life of Brisbane contributed to the fall in quality of his own work, and his admiration for the artists at home, shows the standard by which he measured his own achievements. One wonders what his painting 'Martyr to Civilization at Taringa', exhibited in 1889, really looked like. Even at his last recorded exhibition in 1898 Jenner continued to show both Australian and English subjects, but by then memories of Sussex and Antrim must have been fairly dim. Can someone who is painting 'South-wich arm of Shoreham Harbour - Sussex' in 1895, twelve years after his arrival in Brisbane, really be considered a Queensland artist?

Leaving aside the question of how to classify Jenner's work, I would like to establish something of the impoverished condition of Brisbane art history, and then to suggest some possible methods by which local issues could be examined in a broader context.

Brisbane art history at the present time, excluding to some extent architectural history, is at a primary stage of straightforward documentation. It is 'catch it before it goes' documentation: even at times one could call it 'cloak and dagger' art history, a preoccupation with detail that leads to over-possessiveness. Decisions as to which area of documentation to pursue have

been fairly arbitrary. The anticipated published handlist of items in the Queensland Art Gallery will improve this situation enormously. Aside from documentation, there exists only one general history of art in Queensland, by Vida Lahey (1959), which is unscholarly in modern terms and heavily dependent on William Moore's two standard volumes of 1934. There is as yet no monograph of any Queensland artist of the nineteenth and early twentieth century. By Queensland artist I mean a painter or sculptor who produced the major part of their work in the colony.

Numerous difficulties of access are also experienced by researchers seeking actual works of art. Many art objects, originally in Queensland private collections have, over the years, been sold to undisclosed collectors, often in southern States. A great deal of work is not in public collections and its whereabouts is not generally known. One case in point is that of Joseph Clarke (1840-90), who arrived in Brisbane probably in 1866 from India, where he had a number of educational posts. His early activities in Brisbane have not been established, but by about 1870 he was teaching in primary schools and was soon employed as a drawing teacher by the Queensland Board of General Education. Clarke was a key figure in Brisbane art circles. He was closely associated with Brunton Stephens and illustrated his verse in the *Queenslander*. He was a contributor to the paper's columns 'Specialities', and was by repute a fine art critic (Brisbane's first). Perhaps more importantly, however, he was closely associated with the development of technical education in Brisbane and was appointed as the first teacher of freehand drawing at the Brisbane School of Arts in 1881. There is, however, no work at all by this early illustrator, painter and etcher in the Queensland Art Gallery.

The precarious role assigned to culture in the nineteenth century in Australia has unfortunately extended into our own time. Only recently has the business of collecting manuscripts relating to works of art and documentation begun to proceed on anything like a systematic way, and much more is still to be done. The steadily increasing collection of art exhibition catalogues and society and personal documents in the University of Queensland's Fryer Library is an example of the rewards possible for those with active acquisition policies. In fact the general lack of primary documentation on anything like the scale that is needed has meant that interpretive issues like those relating to individual artists and their work has not in any serious way been raised. Any convincing overall aesthetic analysis of Queensland painting and sculpture cannot be finalised until at least some of the details of training, travel and artistic associations are made available.

An area which has interested me for some time is that of the dependence in nineteenth century Brisbane on cultural ideas generated by artists trained in Europe, particularly England. Also the dependence of Brisbane institutions on European cultural models. This position is well in line with a more general Australian cultural commitment to the Anglo-Saxon ideal in the latter years of the century. Apart from the close relationship between the Technical College and the South Kensington system, the establishment of the Queensland National Gallery was based on notions of its functions as a repository of taste and an exemplar along European lines. Even in 1894, a year before the Gallery opened, the English artist and teacher Godfrey Rivers, who seems to have been the prime mover for the Gallery's establishment, made the point in his 'Scheme for a proposed Art Gallery' that, once the collection was open, the Trustees might be able to obtain money for the purchase of works by renowned European artists. Then, as now, the cultural models were always imported and preferably Anglo-Saxon. Six months after the opening a proposal for a grant of £500 to the Gallery was before the Legislative Assembly. In putting forward the proposal, Mr Bell MLA frankly admitted that the Gallery was not worth the name and that the Trustees were

a scratch lot, but Queensland should aim for the best and get works of art purchased in England. By so doing they would be able to blot out the State's isolation, via culture (*Queenslander* 28-9-1895).

How far the grant proposal was Rivers' doing is hard to say. As honorary secretary to the Trustees he was in a strong position to push his case and his personal leaning toward the English taste. His own model was clearly the urbane Sir Frederick Leighton, President of the Royal Academy. Rivers made two refresher trips back to England in the 1890s and seems to have contacted well known Royal Academicians on both occasions. He certainly had the intention of visiting the studio of the animal painter Frank Calderon at the time of the 1898-99 trip. This last visit may have been timed to coincide in some way with the May exhibition of Australian Art at the Grafton Gallery to which Rivers contributed. He also intended to use the visit to purchase casts from Calderon for the Technical College. As newly appointed Gallery Curator he may well have negotiated the Gallery's purchase of Calderon's 'Crest of the Hill' at the same time (RA 1898). This is not to imply that Rivers had an eye for a sound contemporary English work, for the first installment of works purchased by him to be shown in the Gallery in 1899 were four *copies* after Andrea del Sarto, Gerard Honthorst, Carlo Dolci and that most unlikely artist, Alexis Grimon (*Queenslander* 8-4-1899).

In as much as Brisbane was seeking outside cultural links with England, artists and patrons were equally anxious to maintain contacts with supposedly superior cultural activities in the rest of Australia. For instance, some form of consistent artistic interchange was maintained between Brisbane and southern colonies at least from the 1870s in the form of exhibition exchange, travel or personal interchange of ideas. In terms of actual visits of southern artists to Brisbane, Julian Ashton and Frederick Schell were in the town briefly in 1886, and perhaps even Tom Roberts en route north in 1892. Jenner was probably in New South Wales and New Zealand in 1889 and certainly showed work at the Melbourne Centennial International Exhibition, as did Clarke, Rayment and Friström. Even in 1885 Jenner was corresponding with the National Gallery of Victoria about the possibility of exhibiting in Melbourne and seeking information about art societies in Australia. At this time earning a living as professionals was a very real problem for artists living in Brisbane.

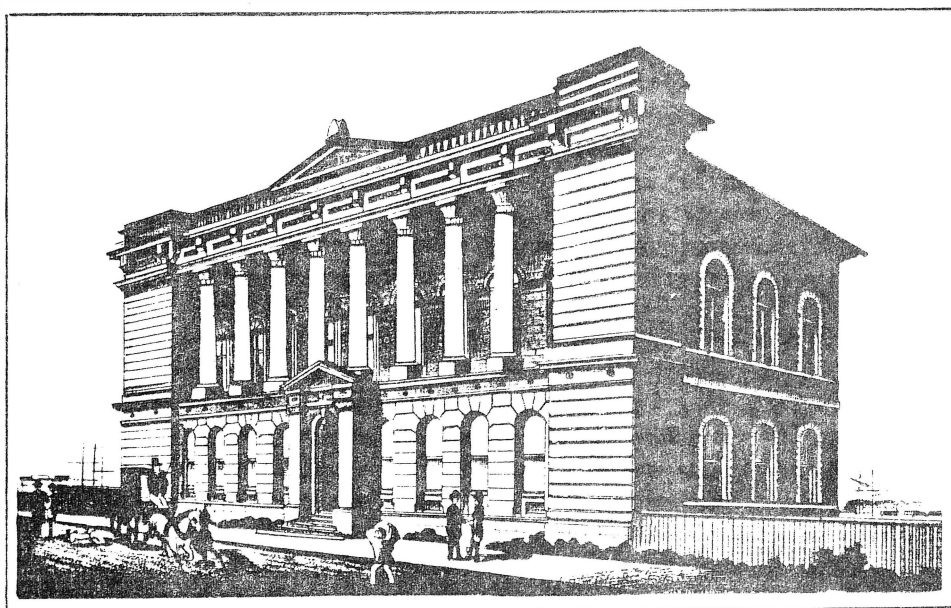
As far as exhibitions are concerned, Sydney artists did show in Brisbane in 1876, and a collection that included major English paintings and graphics travelled to Brisbane as part of the National Association Exhibition in 1880 (Maynard 1980). Changes to the Art Society rules, probably at the end of the 1880s meant that artists from Melbourne and Sydney were willing to exhibit in Brisbane from 1891, when we find the first appearance of works by Julian Ashton and Frank Mahony. Southern artists continued to exhibit throughout the 1890s, and at the same time Rivers contributed to exhibitions of the Art Society of New South Wales. In fact, despite the paucity of 'civilisation', Brisbane made the most of its resources and contacts.

When any question of either isolation or artistic dependence is considered, it is important to raise the issue of the extent and type of art-collecting at the time. If European works of art were to be found in Brisbane, what were they like and which artists were represented? As yet no particular leanings can be detected, in what seems to be a very general, one could say catholic, taste. Unfortunately many works attributed to significant artists may well be copies or spurious items. Most of the 'Old Masters' belonging to Sir James Dickson were certainly copies.

Sir Samuel Griffith owned three oils by the German landscape painter Heinrich Gogarten (1850-1911) and a painting by the animal painter J.F. Herring (1795-1865), but he also owned English and Australian landscape scenes by Jenner and by the local Brisbane painter Findlay McFadyen. Sir Thomas

McIlwraith was also a patron of Jenner's and in this respect it is interesting to note Jenner's own careful comments on his need to educate the taste of his Brisbane patrons, untutored in 'the usages of civilised country'. There is evidence in fact of a substantial amount of collecting of both local and overseas works of art by persons across a wide area of the social scale. Rivers himself owned four Rembrandts, four Herbert Dicksees and two works by his hero Leighton, all of which were black and white items. There is little sign, however, of sculpture being collected and there would also have been little patronage for local sculptors. Achille Simonetti, who worked in Brisbane for three years, left in 1874 no doubt because of the patronage problem.

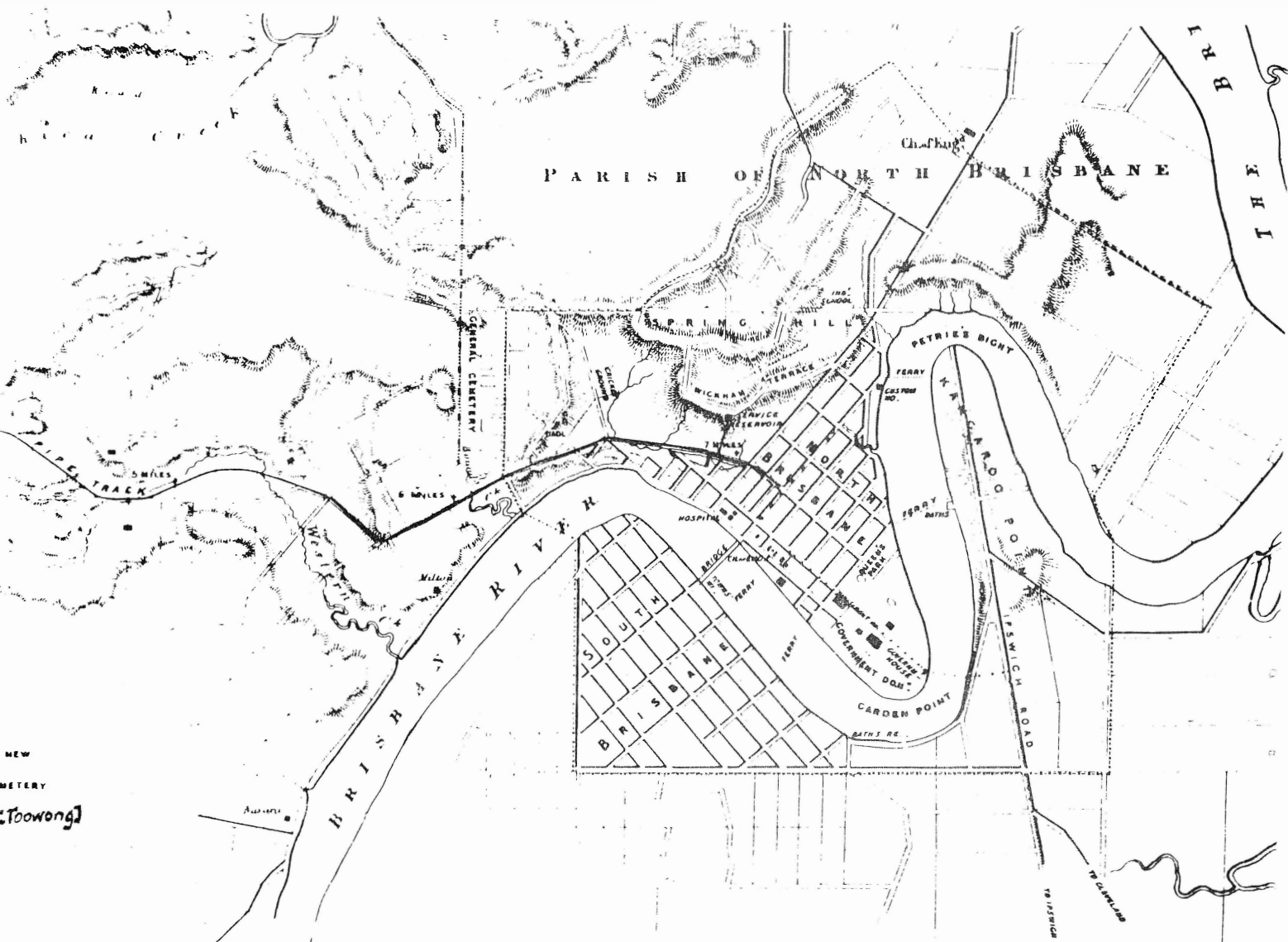
Some fine English paintings were purchased or obtained by the National Gallery right at the end of the nineteenth century following the bias toward European works, but there was no policy of purchasing Australian paintings as there was in New South Wales. Both Vida Lahey and Daphne Mayo, relatively significant Queensland artists of a slightly later date, had to seek their future outside of Brisbane for at least a time. Generally speaking Brisbane's cultural position was one of dependence and as now, one of striving for recognition. Artists were starved of cultural contact to a great extent, and some like Jenner, bemoaning his fate at Taringa, felt it more keenly than others. Yet, at the same time, there were surprising amounts of art work available and surprisingly broad contacts maintained. Not all Brisbane artists felt, like Jenner, that the greater part of Australia had an enervating effect.



THE MUSEUM.

PART 2

PRACTICAL BRISBANE



PRACTICAL BRISBANE

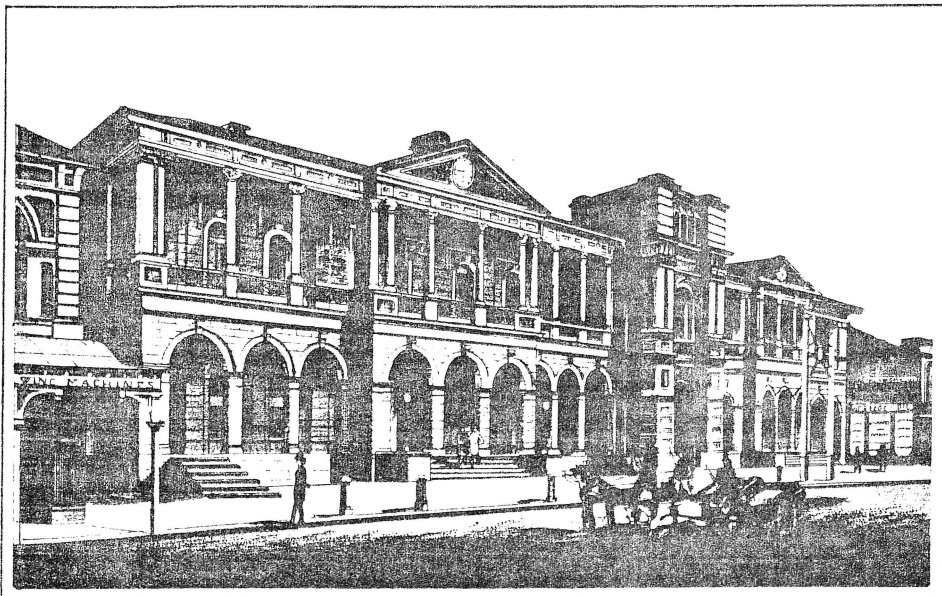
Introduction

by Ray Whitmore

A city is a place where people live and work; their lifestyle relies on the expectation that certain physical requirements will be satisfied. These include clean water, adequate sanitation, places to live, transport and communications of all kinds. For their work, people expect factories, shops, power, machinery, offices and materials to be freely available. To provide these multifarious needs in an effective but unobtrusive way is one of the major jobs of the professional engineer. The following papers look at some of these achievements in the Brisbane area.

First we examine the problems of identifying and recording the engineering heritage and note a few of the initiatives which are being taken to improve matters. Geoff Cossins then provides a scholarly framework to the study of Brisbane's water supply, after which John Kerr takes us through the more important railway developments in the city's history and gives some valuable advice on data sources. Finally Fred Annand describes the trials and tribulations of a professional engineer in pinning down the earliest days of electricity supply.

The papers may cover diverse areas of interest but they have one thing in common; they all indicate the gigantic amount of work which requires to be done before it is even remotely possible to claim an understanding of what has made Brisbane tick.



THE POST AND TELEGRAPH OFFICES.

CHAPTER 5

INDUSTRY

Preserving the industrial and engineering heritage

by Ray Whitmore

The industrial development of Australia is important in the historical context for a number of reasons, including its peculiarities. White settlement of the continent is a post-Industrial Revolution phenomenon, accompanying the rapid spread of colonisation in a largely arid, semi-tropical landscape. The natural practice was for settlers to import technological goods and services from overseas, and to modify these sufficiently to suit local conditions rather than to develop industrial products specifically for Australia. Therefore most workshops and factories followed European or American customs in design and product, with only a few notable exceptions.

Because of the short period of white occupation in Australia - our Bicentennial occurs in 1988 - and its geographical isolation from the industrialised West, we have a unique opportunity to preserve physical examples of the various stages of development. However, this chance is rapidly being lost for several reasons : a lack of appreciation of Australia's unique position in development among industrialised countries; the absence of an effective co-ordinating body capable of supervising or controlling the effort required in recording and assessing industrial relics; the rapid rate of destruction of the industrial past in urban, rural and remote areas; and a lack of trained industrial archaeologists.

In comparison with other countries, Australia has moved belatedly into the field of industrial archaeology, and though there is much catching up to do, headway will be slow unless government, industry and people become more conscious of the problem of conservation and more co-ordinated in seeking its solution. At present the Federal Government is responsible for sites and structures directly under its administration (such as post and telegraph), for which the Australian Heritage Commission maintains a nation-wide register. But the fate of the remainder is in separate hands. States with heritage legislation usually have some formal administration and their own register, with some protective measures; others have none. In addition the National Trust in each State has compiled separate registers, but these afford little protection. Furthermore each State has a museum which is primarily concerned with portable objects and artefacts, though most also take an active part in recording structures and sites, and sometimes in carrying out conservation work. Some historic industrial documents may find their way into these museums, but more are likely to finish up in a university or State library. Altogether the responsibility for our industrial heritage - its recognition, recording and care - is quite fragmented and variable across Australia.

For this reason the Institution of Engineers, Australia, has established a National Panel for the Engineering Heritage, representing divisional heritage committees located in each State. One of its aims is to compile compatible computer-based inventories of significant sites or objects in all

States, in the belief that this is essential for the formulation of any realistic conservation policy. What might or might not be deemed significant is likely to vary amongst individuals, but this procedure entails the application of accepted principles of engineering and industrial practice (see Whitmore 1980).

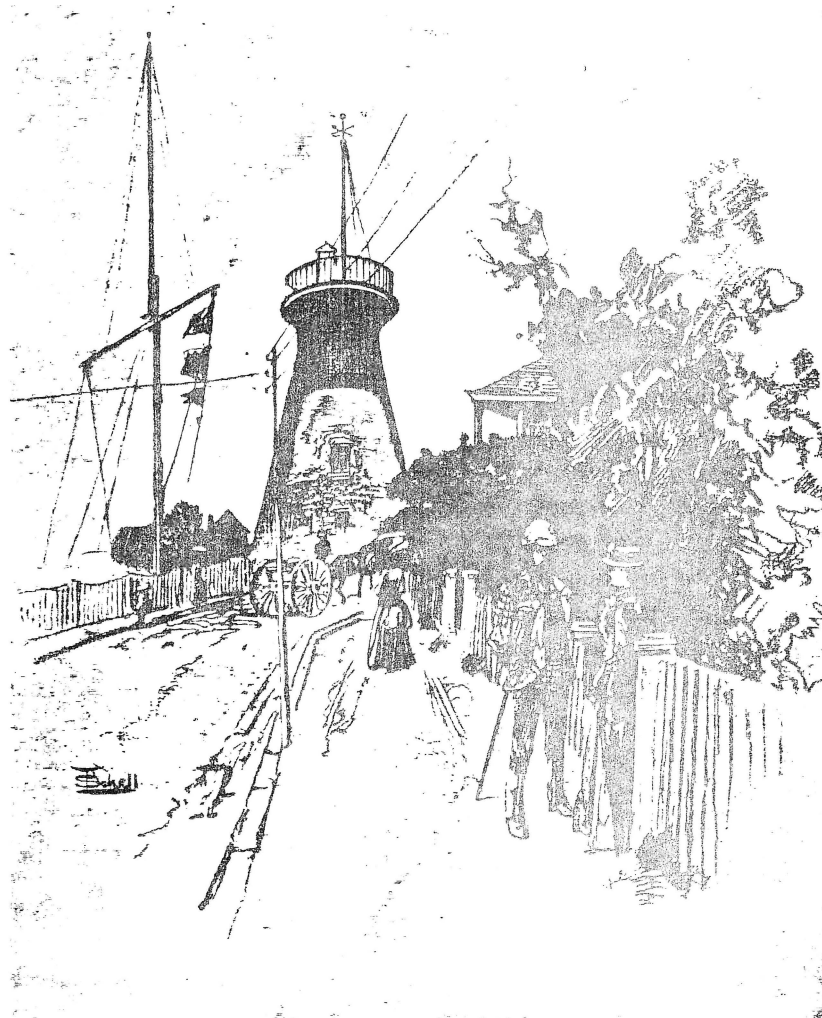
As far as Queensland is concerned, technology was slow to take root, largely because of its penal status from 1824 which prolonged outdated methods based on human sources of power. After 1842, when free settlement was permitted, the pace increased rapidly, typified by 'Tinker' Campbell's boiling-down works on Kangaroo Point, and reaching a flurry of activity in the decades following Separation in 1859. Thus there has been a significant engineering, industrial and technological contribution to practically every aspect of development in Queensland.

As a result, engineers in all branches of the profession are being drawn into the formulation and implementation of procedures for the preservation of engineering artefacts of every kind, ranging from poppet heads to dry clocks and factories to pumping engines. But only recently has there been tacit acceptance that the assessment of industrial monuments and objects should be conducted by professional experts. Consequently the major impetus towards listing and recording these things has until now been from historical and architectural interests. Altogether this has led to some curious results. An interplanetary traveller, landing in Queensland today and turning to the Listings Register of the National Trust of Queensland, or to the Register of the National Estate, for an appreciation of the life and achievements of citizens since settlement, would be presented with a strange picture. He would conclude that her forefathers mostly lived in fine colonial houses, made banks and churches their principal monuments, invested in practically no public utilities, and hardly ever went to work! Of the 600 or so entries which constitute the Listings of the National Trust of Queensland, only some 50 can claim the remotest contact with engineering, technological or industrial significance. In fact their inclusion is not based on these grounds, but generally on historical or architectural merit. For example, it is interesting to speculate on the number of professional engineers who would accept that the five bridges which the list contains represent the vast physical and intellectual effort which has been put into this particular field of engineering endeavour over the last five generations. They might think that the Story Bridge in Brisbane or the Lamington Bridge in Maryborough have higher claims.

In the Brisbane region alone there is much to be done on the identification, recording and conservation of sites, structures and artefacts. Though never highly industrialised in comparison with other Australian capital cities, Brisbane has many relics of industrial and local significance, some of which are under threat of demolition or dereliction. These include : the Windmill on Wickham Terrace, which is Queensland's oldest standing structure (1828); the covered reservoirs incorporated in Brisbane's first reticulated water supply (1871-1882); the imperfectly restored Commissariat Store in William Street (1828-9); the Government Printing Office (1874) which housed Brisbane's first electric generating system (1883); the first dry dock (1881) and other relics incorporated in the Queensland Maritime Museum at South Brisbane; the Kangaroo Point quarry where 'Brisbane Porphyry' was hewn for city buildings and structures from the 1860s; the remains of the heavy mechanical engineering quarter centred on the block bounded by Edward, Alice, Margaret and Albert Streets; the Story Bridge (1932), the largest steel span designed and built by Australians; and a whole range of wharves, railings, walls, tracks, grills, grates, drains, fountains and other relics scattered around the city. To highlight this engineering and industrial heritage, the Queensland Division of the Institution

of Engineers, with the assistance of Evans Deakin Industries Ltd, has produced an informative brochure for a walk-drive tour of Brisbane (Institution of Engineers 1981).

If a taste for history is a sign of maturity in a community, Brisbane (and Australia) has yet to reach adolescence. Various bodies, public and private, are showing increasing concern about protecting the past, recognising that the capability and potential of any society is rooted in its heritage. In this growth to maturity every citizen can play an active part.



BRISBANE OBSERVATORY

CHAPTER 6

WATER

Tracing the Brisbane water supply

by Geoff Cossins

Three significant efforts have been made to record the history of the Brisbane Water Supply : by A.L. Wadley, by Gordon Greenwood and John Laverty and by myself.

Wadley was originally private secretary to the Chairman of the Metropolitan Water Supply and Sewerage Board. In the process of investigating sources of water to augment the Brisbane supply the Board realised that a dam on the Stanley River, a tributary of the Brisbane, would provide not only the required supply of water but could be enlarged economically to provide much needed flood mitigation for both Brisbane and Ipswich. As the Board had no mandate to build flood mitigation works, in July 1927 the Government of Queensland established a Royal Commission, headed by A. Gordon Gutteridge, the Director of Public Health Engineering for the Commonwealth, to investigate a joint water supply and flood mitigation scheme for Brisbane. There were also some irregularities in the Board's practices that the Commission probed. Appendix 1 of the *Report of the Commission of Enquiry, Brisbane water supply* (1928) on the history of the water supply to 1927 is attributed to A.J.T. Manchester, the President of the Board. It was in fact prepared and written by A.L. Wadley, and constitutes the first serious attempt at a history of the water supply system.

The Metropolitan Board was dissolved and its power transferred to Brisbane City Council in April 1928, provision having been made in the City of Brisbane Act of 1924 for such an event. The staff of the Board were incorporated as the Council's Water Supply and Sewerage Department, and Wadley eventually became the Secretary of the combined Departments of Works, Water Supply and Sewerage, retiring in 1965. From about 1955 to 1957, Wadley, with some financial assistance from Brisbane City Council, amplified and updated his previous history. This '*History of the Brisbane water supply*', which has not been published, exists only as a typewritten manuscript.

I was introduced to Wadley's '*History*' through an investigation of the Brisbane and Ipswich water supply and flood prevention which was carried out by the Stanley River Works Board in 1953-54. This investigation was ordered by the Queensland Cabinet after the Board had drawn attention to the need for a further source of water for Brisbane to supplement Somerset Dam. The terms of reference called for close collaboration with Brisbane City Council. In 1955, I joined the Council staff in the Water Supply and Sewerage Department, and was quickly co-opted by Wadley in the revision of his work.

The next authors on the scene were Gordon Greenwood and John Laverty who were commissioned by the Council to write a history of Brisbane for the centenary of the City in 1959. Their *Brisbane 1859-1959; a history*

of local government contains several segments on the water supply system. For their source material, the authors drew upon Wadley's account, but also studied newspaper files and original Council documents.

The most recent contribution is my paper on 'One hundred years of Brisbane's water supply', written for the Queensland Division of the Institution of Engineers to coincide with the 1966 centenary of the Enoggera water supply. For this I drew heavily on the final Wadley (and Cossins) version, but also consulted newspaper files and Council documents. My work was naturally slanted towards the engineering history of the water supply system in contrast with Wadley, who approached the matter as an administrator, and with Greenwood and Lavery, the professional historians, who treated the Brisbane water supply within the context of overall local authority activities. Of the three histories, only the Greenwood and Lavery version is still available (from the Council).

The actual sources of data for the history of the Brisbane water supply are diverse in availability and detail. Annual reports have been issued by every authority concerned, but these vary widely in information context over the years. Newspaper files are informative, particularly in the early years when reports were often published in full, but again the information context has diminished very noticeably in the last forty years. Council records and plans are a fruitful source of data, but are extremely patchy. Many records were obviously discarded from time to time, and particularly in the change-over from one organisation to another. I intend researching the subject more fully, at least to bring the previous histories up to date. In meantime the following account traces the main developments since 1824.

The original white settlers in Australia had to settle beside the best water supply they could find. This was the reason for the settlement of Brisbane. The first convict settlement was made at Redcliffe in 1824, but the water supply dried up in summer. In 1825 the settlement was moved to Brisbane where a reliable supply of water was found in the creek that used to rise near the Brisbane Grammar School and flow through the Roma Street Railway yards, between George and Roma Streets, to the horse ponds on the site of the City Hall. From here the creek flowed between Queen and Adelaide Streets and entered the river at Queens wharf at the end of Creek Street.

In 1830 convicts under the direction of the infamous Captain Logan, built an earth dam across the creek between Roma and Little Roma Streets where buildings were pulled down two years ago and a large hole was excavated. A pipeline made of hollow hardwood logs carried water from the dam to the soldiers barracks on the site of Myers opposite the City Hall and continued to the commandant's house in Queens Park. A convict-operated treadmill pumped water along the pipeline.

When Brisbane was opened to free settlers in 1842, the original water supply had to suffice for the growing population until 1866. The catchment of the dam was cleared for houses. The water supply became muddy and polluted. The embankment leaked and the dam dried up every bad season. The locals dumped rubbish in it, horses and cattle wallowed there, and dogs and boys swam freely.

There were no rainwater tanks in those days - galvanised iron was far too expensive. When the dam ran dry the citizens had to pay water carriers two shillings a hundred gallons for water.

One of the first actions of the newly formed Brisbane Municipal Council in 1859 was to regulate the water carriers. A large tank was built near the dam - hence Tank Street - for storing and distributing water from the dam. Another of the early actions of the Municipal Council was the investigation of a permanent water supply for Brisbane. After two years the Council recommended the building of a dam on Enoggera Creek with a trunk main to deliver the water to a service reservoir on Windmill Hill (Wickham Terrace) and reticulation mains to distribute the water to the growing community.

A Board was formed to build the water supply and the work was finished in 1866, but not without incident. An unexpected flood during construction washed away a large part of the uncompleted earth bank, delaying the completion of the work. Several contractors were bankrupted in clearing the heavy rainforest that grew all over the reservoir area. The eight inch diameter trunk main to Brisbane required two hand-drilled tunnels to pass under the ridges at Bardon and Paddington. Black powder, an elaborate form of gunpowder, was used for blasting. No wonder the average rate of progress on each tunnel face was only three inches a day! A sample of gelignite was tried in the tunnel with amazing results, but the engineer in charge of the work wrote sadly, *'There is no more of it to be had in this colony'*.

The water supply was turned on without ceremony in July 1866. But Prussia and Austria were at war, there was a panic on the London Stock Exchange which immediately affected the Australian Stock Exchanges, and an election campaign was being waged bitterly in Queensland following the dissolution of Parliament after a constitutional crisis. Little wonder no one made a fuss of one of the most momentous events in the history of Brisbane! The new Enoggera supply reduced the price of water from two shillings per hundred gallons to two shillings per thousand gallons, a tenfold reduction.

The Brisbane Board of Waterworks was set up to manage and operate the new system. At first the supply was only to George, Queen, and Albert Streets, but, as Brisbane grew, the water mains were rapidly extended. A two inch lead pipe was laid across the river bed in 1868 to supply the growing town of South Brisbane. This was later replaced by cast iron pipes when the first Victoria Bridge was completed.

However, Brisbane grew so rapidly that the Board had to investigate another source of water supply by 1879, only thirteen years after the Enoggera supply was laid on. In 1886 another earth dam was completed on Gold Creek, a tributary of Moggill Creek, with a sixteen inch diameter pipeline through Kenmore and Toowong to the city. A pipeline was also laid across the river at Toowong in 1889 to carry water to a new reservoir on Highgate Hill, supplying the rapidly growing southside.

Although the investigation of the Gold Creek supply was carried out on the basis of the best information available, the large droughts of the 1880s showed that the dam was inadequate even before completion. Investigations were then made of the Brisbane River area as a possible source of water supply for Brisbane. While this investigation was in progress the Brisbane River stopped running at Mt Crosby early in 1886. In spite of this, it was decided to build a pumping station there and to build a pipeline to Brisbane.

The site for the pumping station was chosen in 1889. Despite the amount of land available in those days, it was necessary to move a house, a dairy and a piggery to allow the station to be built. Before the building could be started the 1890 flood covered the site. The pumping station was relocated ten feet above the 1890 flood level but, no sooner had it

been placed in operation than the 1893 flood submerged it to a depth of thirteen feet over the engine floor. A plaque on the wall over the main door still shows the level of the flood.

Brisbane now had an ample water supply, particularly during the wet years of the 1890s, but ran straight into the new problem of turbidity. The Enoggera and Gold Creek supplies were highly coloured after rain and the Brisbane River became unpleasantly muddy. This problem was not solved for many years. In the meantime the record 1901-03 drought caused a crisis in the water supply, showing how much water must be kept in reserve storage for such emergencies.

In 1902 Brisbane had only 350 millimetres of rain instead of the usual 1100mm. In 1893, by comparison, the rainfall was 2400mm - no less than seven times that amount. After a few months the Brisbane River stopped running and the city only just survived by the digging of trenches through shingle bars in the river to allow water stored in holes through to the Mt Crosby pumping station. When the drought ended in November 1903 there was only one month's supply left in the river.

An immediate search was started for a more reliable source of water supply for the city, including the site of Somerset Dam. A rival faction on the Board of Waterworks supported Stradbroke Island as a source of water, and for some years the Board was deadlocked on the problem. The Board finally resolved the problem by engaging the distinguished American engineer, Alan Hazen, to investigate the whole matter. He recommended against Stradbroke Island on the score of cost, and pointed out that the Brisbane River was the obvious source for building dams, starting with Lake Manchester Dam. He also recommended that the Brisbane water supply be filtered for purity. Hazen's advice is still found to be economical after seventy-five years.

Lake Manchester Dam was completed in 1916 on Cabbage Tree Creek, a tributary of the Brisbane River about eleven miles north of Mt Crosby, to provide a reserve storage of water against droughts. Mt Crosby pumping station was enlarged and re-equipped with new and larger steam pumps, and a treatment plant was built at the Mt Crosby site in the same period.

However, this was not the first to be built for Brisbane. A treatment plant was built at Enoggera Dam in 1912 on Hazen's advice. Since a plant was found to be too expensive for the Gold Creek supply, a tunnel was driven through the ridge separating the Gold Creek and Enoggera reservoirs. The oldest two of Brisbane's dams now form one water supply, but this is so small that it services only The Gap and part of Ashgrove.

The Depression of the early 1930s stopped further development for a number of years, but the growing city required more water. In 1935 Somerset Dam was started on the Stanley River, the main tributary of the Brisbane River, to provide more reserve storage during major droughts. The dam was built higher than necessary for water supply alone, to reduce flooding in Brisbane and Ipswich. Construction was sufficiently advanced by 1943 to store water for Brisbane. But work was stopped for Cairncross Dock to be built, and construction could not be restarted until 1948, so that the dam was not completed until 1959.

To cope with post-war growth the Mt Crosby pumping station was re-equipped with electrically driven centrifugal pumps, the treatment plant was extended and trunk mains were built to distribute the water throughout the suburbs. This process has continued ever since. Brisbane is now so large that all items of the system, pumping stations, treatment plants, trunk mains, distribution mains and service reservoirs are expanded in a continuous programme. Dams, however, are only built after long intervals.

As Brisbane grows, the intervals between new dams becomes smaller. Somerset Dam was started in 1935, North Pine Dam in 1971 and Wivenhoe Dam in 1977.

The North Pine Dam was built across the River five kilometres upstream from Petrie, and a treatment plant was completed nearby. The dam and treatment plant were far enough advanced to supply water to Brisbane in May 1974, and were completed in 1976. The purified water is pumped from the North Pine treatment plant to Aspley service reservoir, Brackenridge reservoir being supplied on the way. It was necessary to build a trunk main from the North Pine only as far as Bald Hills, where it was connected on to an already existing main. A pumping station near Aspley reservoir pumps North Pine water to Sparkes Hill reservoir at Stafford, and an underground pumping station at Enoggera pumps the water into the central Brisbane suburbs. In this way the North Pine water is distributed throughout the northern and central suburbs of Brisbane.

Wivenhoe Dam is under construction on the Brisbane River just upstream of Lowood to provide more storage for the water supply system during droughts. It will also mitigate flooding in Brisbane and Ipswich and the dam is expected to be completed late in 1984. At the same time a water treatment plant is being built on the West Bank site at Mt Crosby to treat the extra water made available by Wivenhoe Dam.

The water supply of the Brisbane System was vested in the Brisbane Board of Waterworks in 1866, but the Board was replaced by the Metropolitan Water Supply and Sewerage Board in 1909 to facilitate the sewerage of Brisbane. This Board in turn, was dissolved in 1928 and its powers were transferred to Brisbane City Council. In 1979 the Brisbane and Area Water Board was established to deal with headworks storage dams. Wivenhoe Dam, being built by the Co-ordinator-General, will be transferred to the Board on completion, and the Board is currently negotiating with the Council for the transfer of Somerset and North Pine Dams. The treatment and distribution of the water will remain with the existing local authorities.

Brisbane had the first public water supply in the area, but was joined by Ipswich with its own independent water supply in 1879. In 1922 however, Ipswich started taking water from the Metropolitan Board's Mt Crosby treatment plant as a more economical alternative to building its own. This was the first bulk water supply arrangement in the Brisbane system and has continued ever since, being amplified several times to cope with the expansion of Ipswich. Sandgate and Wynnum quickly followed suit, but these two local authorities were incorporated into Greater Brisbane in 1925. No further bulk water supplies were built until Redcliffe was supplied in 1943, some 119 years after the first convict settlement there. The water came from Sandgate via the recently completed Hornibrook Highway.

Pine Rivers Shire was the next local authority to develop a water supply in the Brisbane area by pumping its water from the North Pine River to a treatment plant built at Petrie in 1957. A dam was built as part of the scheme across Sideling Creek, a tributary of the North Pine River, to create Lake Kurwongbah as a reserve storage against drought. By 1960 Redcliffe drew a supply of water from the Pine Rivers system to augment its water supply. After completion of the North Pine Dam and water treatment plant in 1976, Pine Rivers Shire received a bulk supply of treated water from that plant, as well as a supply of raw water released down the North Pine River from North Pine Dam to the existing pumping station, to make up for the loss of the flow of the North Pine River.

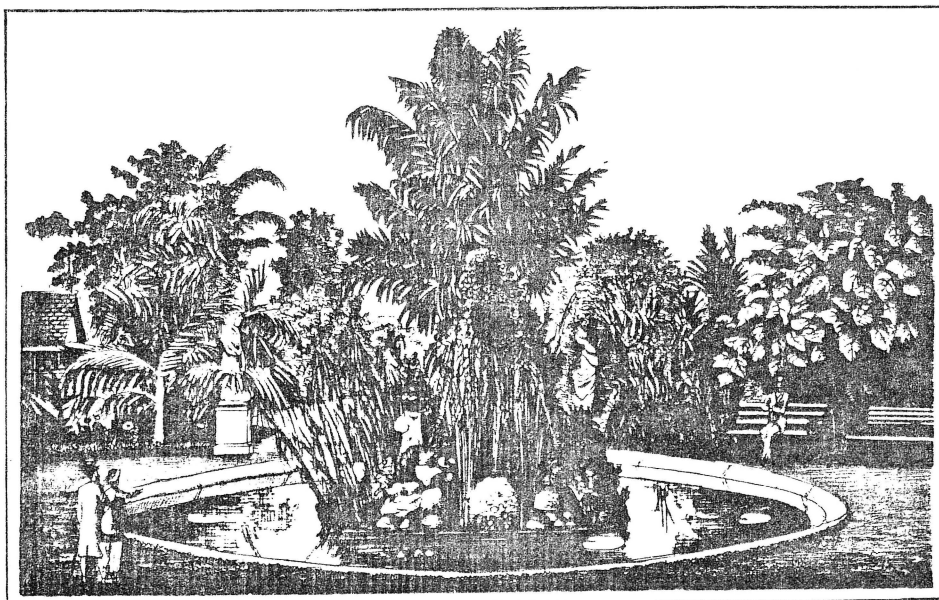
As development spilled over from Brisbane into the surrounding shires to the south, arrangements were made for bulk supplies of water to these areas from Brisbane. Albert Shire received the first bulk water supply in 1963

via Beenleigh Road, but the development was so rapid that amplifications followed in 1967 and 1973. Similarly, Beaudesert Shire drew its first bulk water supply from Brisbane in 1970 but had to amplify it in 1975. Moreton Shire arranged a bulk water supply for a small area at Carole Park near Wacol in 1969 via Inala, but then developed its own water supply from Warrill Creek via a treatment plant at Amberley in 1974. This was not sufficient for the rapidly developing Shire, which combined with Ipswich in 1980 to build a large trunk main from the Mt Crosby water treatment plant to Redbank Plains to amplify the water supply to both local authorities on the way.

The latest development in bulk water supplies followed the establishment of the City of Logan in 1979 to incorporate both Albert Shire and Beaudesert Shire along the southern boundary of Brisbane. A trunk main was built by Logan City in 1981 to amplify its water supply from Kuraby reservoir in Brisbane.

Whilst the Brisbane and Area Water Board is not empowered to take over existing water treatment plants and trunk mains, it may build its own to supply local authorities with water if requested. The Board is currently studying a request from Gatton and Laidley Shires to supply them with treated water, but as yet has made no decision.

In the short period of 157 years the water supply of the Brisbane conurbation has developed from a primitively supplied convict pipeline in central Brisbane to a large modern interconnected system. This supplies treated water over an area stretching from Beenleigh in the south to Redcliffe and Deception Bay in the north and to Ipswich and Moreton Shire in the west, serving almost one million consumers. The system will be extended to other areas, and future dams will be built on the Albert and Logan Rivers. But the end is in sight. Experts at a symposium organised by the Institution of Engineers in 1974 predicted that all water resources of the Moreton Region would be exhausted within forty to fifty years, given the present rate of growth. Thus the only practical solution for the future seems to be the desalination of sea water.



IN THE ACCLIMATIZATION GARDENS.

CHAPTER 7

RAIL

The evolving railways of Brisbane

by John Kerr

Unlike Sydney, Melbourne and Adelaide, Brisbane built very few suburban railways. The first line was not actually started from Brisbane, but came from Ipswich and opened on 5 July 1876, eleven years after the first line in the colony was opened twenty-one miles west from Ipswich to Bigg's Camp. Within four years the railways extended to Toowoomba, Dalby and Warwick, but there was no line to the capital while Ipswich fought to retain its port status. Ipswich has retained the workshops which it acquired through being the terminus of the first railway. However, Brisbane has always been the administrative centre, even though for ten years it did not even have a railway. A year before the Albert Bridge over the Brisbane River was completed, an isolated line was operated between Brisbane and Indooroopilly, connecting with the line to Ipswich by ferry.

The first construction from, rather than to, Brisbane served the seaside resort of Sandgate. It opened on 10 May 1882 and served a few farms along the way, as well as providing a pleasant escape for Brisbane residents on hot sticky summer days. The beach then was rather more attractive than we know it now. Rather conveniently for those who patronised the sport of kings, a short but not very profitable branch from the Sandgate line was built simultaneously to the racecourse, since renamed Ascot, and opened four months later.

Another matter of concern was the coal trade. Unfortunately the line from Ipswich to Brisbane did not go near the wharves, and after a lengthy debate during which lines were proposed through the heart of the city and the botanic gardens, a line was adopted branching at what is now Corinda and running direct to Woolloongabba. For some reason, the Railway Department consistently spelt the name with only one 'l' until the line closed. Besides conveying coal to the specially built wharves, residents found the line convenient and were accommodated on mixed trains, carrying passengers and goods. The line opened on 2 June 1884 and a platform was provided at Stanley Street, beside the dry dock. Within a year horse tramways opened to cover the missing link for those wishing to journey to North Brisbane. The South Brisbane branch was the start of the southside system, a neglected part of Brisbane's transport until the building of the cross-river bridge, opened as late as 18 November 1978.

Had there not been so many important residences along the Indooroopilly route, such as Sir Thomas McIlwraith's '*Auchenflower*' which even acquired a private station, the South Brisbane route might have been adopted for the line from Ipswich in the first place. It was much cheaper to build, though more flood prone.

The next extensions were also on the southside, from Yeerongpilly to Beenleigh and on past the sugar plantations to Southport and Nerang, with a

branch to Logan Village and Beaudesert. The first section to Loganlea opened on 9 April 1885 and extended to Beenleigh on 27 July of the same year. From 25 January 1889 until 1964 it extended to Southport.

Our suburban railway systems have never had frequent services, for the coming of the Brisbane tramway system in 1885, even though horse-hauled for a dozen years before electric tramways took over, saw trams take the dominant role. They retained this function until their demise, so that only since then, with the geographical expansion of Brisbane, have the railways come into their own. For a mere three years trains have run at regular intervals in Brisbane, something other mainland capitals long enjoyed.

The first line to Gympie goldfield was opened in 1881, being built from Maryborough which had won that battle from Noosa and Brisbane. Gympie's importance warranted a connection with the capital, and work began in the late years of the 1880s. Its completion provided a link north to Bundaberg and gave a vision of a coastal line as we know it today, the Sunshine route to Cairns. The first section opened to Petrie (then North Pine) on 1 March 1888, extending to Caboolture the following 11 June. Branching from the Sandgate line at Northgate, it scarcely went through suburbs, and residents of Bald Hills and Pine Rivers had many years battle to get a respectable local passenger service.

While the line was being completed to Gympie, another southside line was built, to Cleveland via Manly. Opened on 1 November 1889, it gave southside residents their own access to the sea for a day's outing, since Southport and the South Coast were then too far for such an excursion. Both the Sandgate and Cleveland lines were extended closer to the beach, the former to what is now Shorncliffe on 1 May 1897, and the latter to Cleveland Point on 20 December of the same year. The Cleveland line beyond Lota was closed in 1961, a causal combination of bridges requiring rebuilding, financial losses and lack of vision.

The inconvenience of the railway terminus at Roma Street, some distance from the city centre, and its circuitous path through Victoria Park - a McIlwraith economy measure - combined with the unsuitability of the South Brisbane branch with its level crossings at Woolloongabba and inconvenient terminus, saw Brisbane residents demanding better. They got it; but the extravagance - costly tunnels on both approaches to the new Central Station and the first double track construction in Queensland - was criticised by country dwellers yet to receive their first railway. Although the southside gained its high level line to the new terminus at Melbourne Street, opened on 21 December 1891, plans for a connection across the river to provide something resembling a suburban network were repeatedly shelved. Roma Street had been extended to Central on 18 August 1889 and on through the Valley to Mayne on 1 November 1890, but ninety years elapsed before Roma Street to South Brisbane was built.

The first genuine suburban branch line was opened to Enoggera on 5 February 1899. It was built under the guarantee scheme whereby the local councils had to meet half the deficit. All local authorities were wildly optimistic as to the revenue their pet lines would generate, and like most other guarantors, the Windsor Town Council and Enoggera Shire Council had to impose a special charge on ratepayers to meet the recurring deficits, the price of encouraging suburban spread.

At the same time, the Racecourse branch was extended down to the Queensland Meat Export Company's works at Meeandah, opening there on 1 April 1897, and extended to Pinkenba exactly five months later. The new deepwater port of Pinkenba became a major grain terminal, and in turn is being superseded

by the recently built Fisherman Islands railway and port.

The Enoggera line was extended by stages to Dayboro', reaching the Rifle Range, now Gaythorne, in 1916, the growing suburb of Mitchelton on 29 June 1918, and Dayboro' in 1920. The line beyond Ferny Grove was among the first crop of railway closures in 1955 as motor transport took over the movement of post-war produce.

The Belmont Tramway was different from anything else. It was built by the Belmont Shire Council which borrowed the capital from the Government. Shire Councils built a number of tramways through Queensland, most of them physically indistinguishable from Government railways except for cheaper standards of construction. Some are now part of the main Brisbane to Cairns railway. The Belmont line, opened on 25 May 1912, branched at Norman Park and ran four miles over hilly terrain to Belmont. The Shire had total financial responsibility, although trains were operated for them by the Railway Department. The line was a financial disaster, the meagre number of passengers providing a tiny revenue made only tolerably respectable by traffic to Bayne's meatworks and the transport of road gravel. Under Greater Brisbane, the Brisbane City Council became the unwilling inheritor and closed the line as quickly as it could in 1926. Unfortunately it disposed of the land reservation, so that now when settlement and electrification have made such a route potentially valuable, it no longer exists. The Brisbane City Council also acquired, through Greater Brisbane, the Mt Crosby Tramway, built to serve the water treatment works and closed after the war when no longer needed to convey coal.

Finally, the Uniform Gauge Railway was built via Kyogle, providing Queensland with a low level connection to Sydney, obviating the climb over New England and providing a shorter route. It opened from South Brisbane on 27 September 1930, and has helped to enhance Brisbane's standing as outlet for the Northern Rivers of New South Wales, though largely negated by the existence of State boundaries and the lack of a standard gauge link to the port.

In more recent years, there have been minor extensions of the suburban network - to Acacia Ridge for General Motors Holden and other industries as well as gauge transshipment purposes, and to Fisherman Islands. Agitation for the rebuilding of lines to Cleveland and the Gold Coast, and the near century old dreams of Redcliffe getting a railway, may yet be productive before the turn of the century. While the importance of railways for moving goods from one part of a city to another has declined, the cross-river bridge, electrification and bus interchanges are transforming the railways' role in public transport.

To flesh out these broad lines of development, there remains a wealth of source material on the building and operation of government railways. Since parliamentary approval was required before any line was built, the pages of Hansard are full of debates. Many lines were approved but not built. The Brisbane cross-river link had its own act in 1956, twenty years before construction began. Question-time and the yearly Supply and Address-in-Reply debates provided opportunities to raise numerous railway topics, perhaps because many parliamentarians have been railwaymen.

From 1875 the parliamentary papers contain the annual Commissioner's report. This was quite voluminous in the eighties but has gradually diminished, especially the tables which since 1964 no longer list the amount of business transacted at every station. Parliamentary papers also contain reports by the Commissioner on proposed new lines, and by select committees which used to enquire into and sometimes block them. There are also interesting enquiries into railway administration. Government Gazettes contain bylaws including rates and fares and conditions for travel and freighting

goods, besides regulations for safety and for the conduct of staff. Notices of resumption, executive approval of station names and, in the early years, timetables appear in its pages. Staff lists were printed but they did not indicate who was stationmaster or driver nor their location.

The John Oxley Library has parliamentary papers, debates, some public timetables, publications of the Australian Railway Historical Society and local publications which sometimes contain useful information. Its photographic collection is of great interest and diversity.

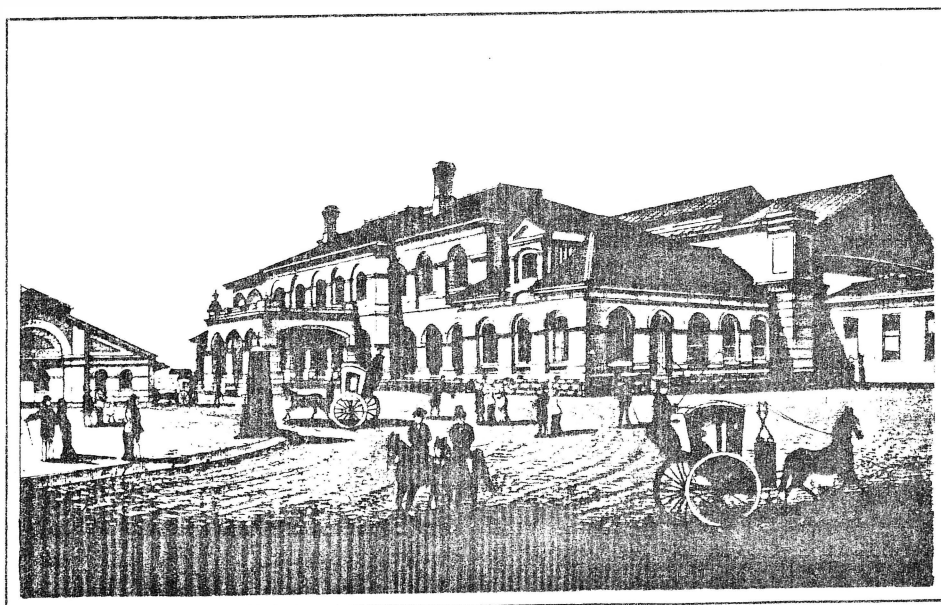
The Queensland State Archives house many open access files. There are hard batches - mainly about construction (but unfortunately those of the early lines were destroyed by the Department) - commissioners' correspondence files covering a wide variety of subjects, chief mechanical engineers files with an emphasis on locomotives and rolling stock, plus a collection of maps and plans.

The more valuable departmental sources, not always readily available, include weekly notices issued since 1908, and working timetables. The weekly notices list timetable changes, staff appointments and new installations.

Newspapers provide an extensive source but caution is required because journalists do not generally understand railways. Even if not as ignorant in the past as now, their stories may often be inaccurate - though the one about the train that was blown off the rails on the Darling Downs in 1875 while carrying Sir Redmond Barry is quite true.

The Australian Railway Historical Society, Queensland Division, is active in recording history as it happens through the pages of *Sunshine Express*. By its collections and publications, the society is helping to preserve a record of the past.

Finally, I might mention my own bibliographical record - available at some public and university libraries in Queensland and interstate. It contains references, summaries of many years of weekly notices, commissioner's reports, timetables and certain newspapers. There are detailed references to parliamentary papers and debates, grouped by subject. I am hoping to provide a revised version available in microform. From these sources may be pieced together the full story of Brisbane's evolving railways.



THE RAILWAY STATION.

CHAPTER 8

ELECTRICITY

SEQEB and the perpetual record

by Fred Annand

On retiring from full-time service with the South East Queensland Electricity Board, I was asked to recommend a scheme for the perpetual recording of the history of the Board as it occurs, together with the past history of electricity supply in South East Queensland, which is that of SEQEB's several predecessors.

I understood that the history of the Southern Electric Authority of Queensland and its forbears had been attempted eight times in the past, but none has survived in a form which can be found or recognised as such. Probably the best organised and most meticulous history was prepared for the City Electric Light Co. Ltd in 1926 by its retiring secretary, a Mr Ryan. It comprised twenty-five pages, and many references are made to it by others, but no copy may be found. The last copy was possibly burnt with other household excess when his old home was cleaned out by his family a few years ago prior to sale.

Starting from scratch, I first looked over what we had as archives. Inherited from SEAQ were ten boxes of records from the early days, including hundreds of private letters to founder of the electricity supply and boss of the first companies, a remarkable engineer called Ned Barton. These were from his father and some from his mother, both of whom had a profound effect on his career. There were no archives as such from the Brisbane City Council Department of Electricity, but their Council records will be available for reference.

Being an engineer rather than an archivist, I had no formal approach to the total task involved. Consequently I devised a scheme for implementing now - to record the history of SEQEB as it is happening, and then to apply similar recording methods retrospectively.

The organisation proposed would involve three recorders covering the fields of organisational, technological and human interest events. These recorders would annually review significant events in their respective fields, using monthly and annual reports to provide basic data, and selecting those events which would still be important in ten years time. In addition I provided for an overall organiser and editor, plus a system for collecting and storing artefacts such as routine stationery, obsolescent technical equipment, photographs and publications. With recommendations made for the recording system, I reviewed its retrospective application.

I first divided the past into six eras prior to SEQEB : early days and Barton and White; Brisbane Electric Supply Co. Ltd; City Electric Co. Ltd; the Southern Electric Authority of Queensland; ex-metropolitan shires and councils; Brisbane City Council Department of Electricity.

I next started checking the ten archive boxes which had been sorted and classified in a previous attempt at the history of SEAQ some years ago. This was fascinating reading, but totally chaotic in recording, following neither chronological order, subject matter nor sources. Most material consisted of articles, lecture texts or personal recollections, without any source references, so that conflict of fact for the same event was frequently apparent. For this reason I decided on the formidable task of assembling all data by loose-leaf recording of events, in chronological order to resolve both sequence and conflict.

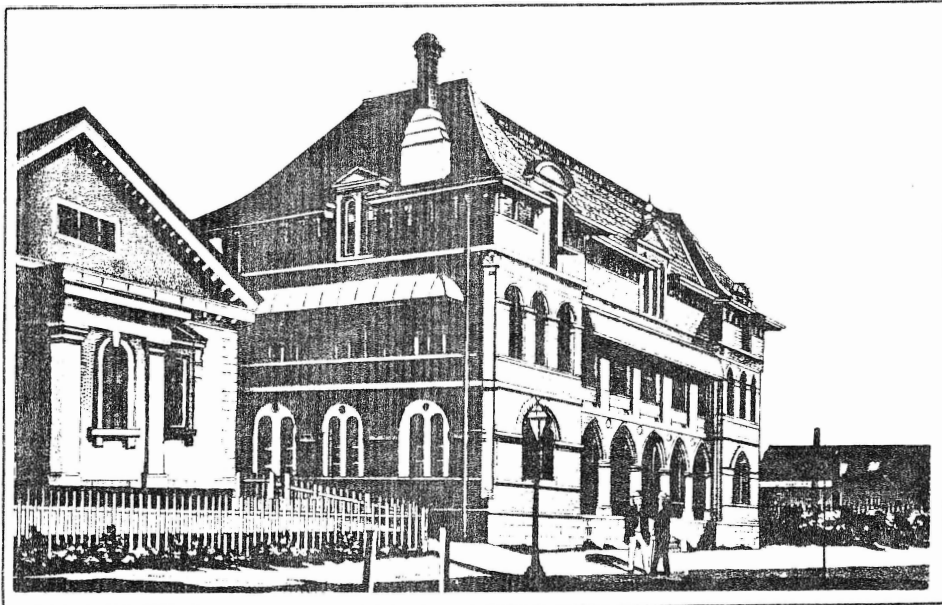
There are, of course, inevitable problems to settle. For example, I have a newspaper clipping about the electrical illumination of the composing room of the *Brisbane courier* in 1884. This was written by a previous author and supported by an interview of an 86 year old ex-employee of Barton and White who described how he worked on the installation of a generator in Courier Lane (now Rowes Lane) behind the *Courier* building at the corner of Queen and Edward Streets (now the Commonwealth Bank). The old chap may have worked on this site, but it would have been difficult since this building was not erected until three years later in 1887. I then asked the *Courier mail* archivists where the paper was located in 1884. They referred to the corner of George and Charlotte Streets. A check with the post office directory confirmed this location, but also gave another in Queen Street near the British Empire Hotel. Further written inquiries to the *Courier* regarding which of these locations contained the composing room brought the surprising answer that it was situated in Queen Street next to the Australian Hotel, namely almost opposite the British Empire. Whether there were actually three locations in 1884 has not yet been resolved, or whether I have again been misled.

Similarly a previous SEAQ historian published a good story entitled 'Foundry Lane and the swamp!'. This described how Mr Sutton installed a generator in his works in Foundry Lane (later Slawson's Lane and now Isles Lane) about 1881, and erected poles in the adjacent swamp to supply the building of a friend in Creek Street with 'the electric light'. To check this out, I referred to two Oxley Library 'aerial' pictures of Brisbane. One is derived from a balloon tethered near All Hallows School in 1881. In 1888 the artist stationed his balloon above the State High School in South Brisbane. Unfortunately the detail of the picture showing the Foundry Lane-Creek Street area does not accord with the story. Which is right? The moral seems to be that memories are not to be trusted. All events need to be checked.

Moreover, no retrospective historical record can be written cheaply, principally due to the painstaking clerical work involved. Handwritten correspondence, such as the hundreds of letters to Ned Barton from his family, is wonderful for providing a picture of the daily life of citizens a century ago; but it is difficult to read and contains only a small proportion of otherwise relevant material. Copies of business correspondence of the first authority, Barton and White, are held, but they were originally made on hand presses with tissue paper leaves in bound files. The paper was obviously acidic, so that most copies are now useless confetti.

Consequently my advice to any organisation thinking of recording its history is to get started now on the proper recording of current events, and then to look over the past after becoming experienced. Changes taking place in business methods make it imperative to keep samples showing how offices worked prior to data-processing which now involves the elimination of paper, form processing and recording. Not only should samples of stationery, office machines and so on be preserved, but as major changes are implemented the organisational recorder should document these details and the reasons for change.

In other words, the best time to record history is now, as it happens. Get the facts about events in chronological order and the subsequent story-writing will be much easier. And it might even be correct.



THE GOVERNMENT PRINTING OFFICE.

PART 3

PERSONAL BRISBANE



PERSONAL BRISBANE

Introduction

by Ross Johnston

'Personal Brisbane' - that's my sort of Brisbane, your sort of Brisbane, the Brisbane we know and love - or think we do. Just how much is really known about Brisbane - the way Brisbane people live, the communities that they have created? A little has been done, but much more is necessary before we gain a sound knowledge of life in Brisbane.

Take that well-loved commodity that features regularly in the real estate page of the daily newspaper - the Queensland house. Just how unique is it? Or is it just a southern adaptation? How did our dwellings evolve? Meredith Walker, a consultant town-planner who has done much research for the National Trust and Heritage Commission, outlines some features that characterise the ordinary Brisbane house.

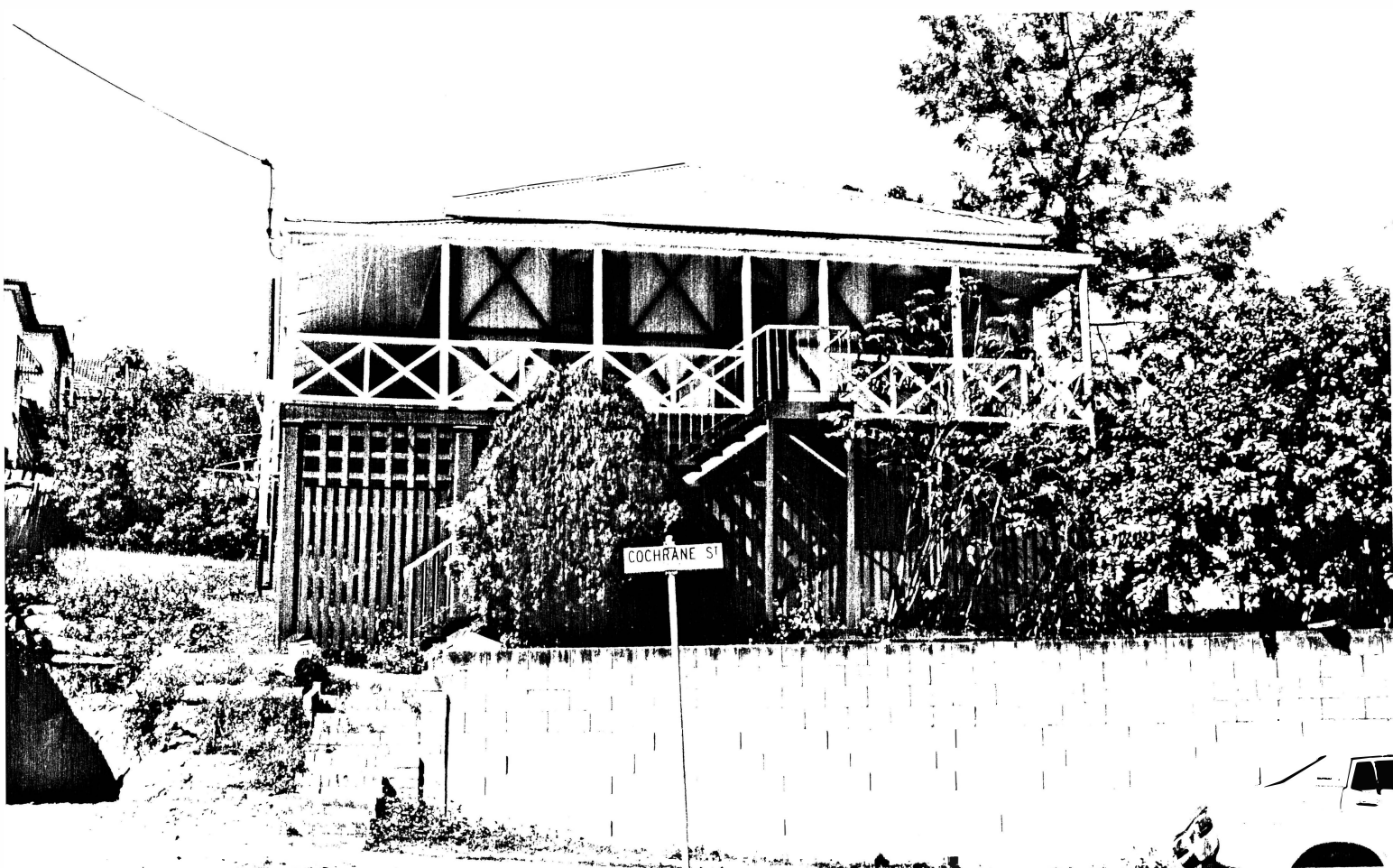
Suburban and regional studies are now consuming the attention of many historians, both amateur and academic, including three researchers at the University of Queensland. Helen Gregory is examining the early history of the south-western suburbs. At first she was anxious there might be a paucity of materials; now she is worried about the abundance of resources. In her paper she shows how useful early survey maps are in tracing the changing character of a locality from pastoral to suburban, linked closely to the inner city area. Helen Bennett has taken the suburb of Toowong for her case-study, and is working through the variety of social and economic links that constituted a community identity in the late nineteenth century. Both papers show how difficult it is to set boundary limits to local studies; flexibility and change which characterised the development of the community, must be built into research.

Quantification should not frighten off the historian; indeed, those working in local studies must be prepared to indulge in at least a degree of statistical analysis. In particular, John Cole outlines his method of plotting the life course of individuals, families and groups. His research centres on the Boonah area - since the Brisbane History Group is also concerned with Brisbane environs - and for the detailed analysis of records, especially church and school registers, he uses a computer to derive order from the mass of historical data. In this way a meaningful pattern of social relationships in the community maybe reconstructed from the past.

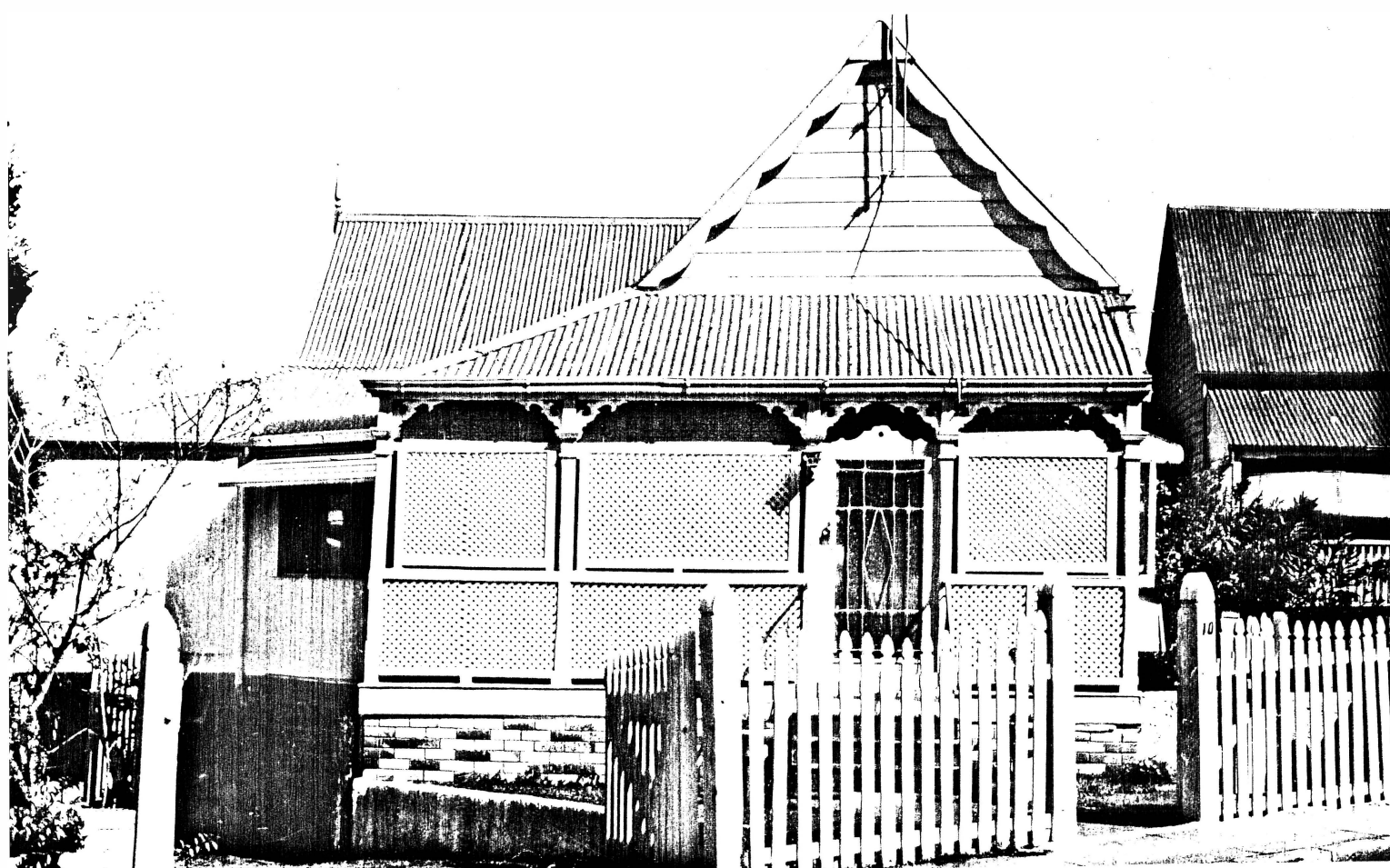
Four different papers with four different interests, each adopting different strategies to investigate the lives of people in the Brisbane region. It is but a beginning.



THE FIRST HOUSE IN BRISBANE.



1 CROSS-BRACED WALL AND BALUSTRADE, COCHRANE STREET, PADDINGTON.



2 LATTICE INFILL AND DECORATIVE FEATURES, NORFOLK ROAD, WEST END.

CHAPTER 9

HOUSING

Delineating the character of the Queensland house

by Meredith Walker

The people of Brisbane have only recently discovered the Queensland house. And right now they are out there killing it with kindness because they love it - that peculiar human characteristic where we beat the things we love to death in one way or another. But they are also killing it because there is a scarcity of information about the Queensland house.

My interest in the Queensland house comes from being a town planner, and therefore concerned about amenity - the niceness, for want of a better word, of places where we live and work as people. My other interest comes from being a relative newcomer to Brisbane, so that my observations derive from looking at housing in the Australian context over time.

Unfortunately very little research has been completed on the Queensland house. Apart from some studies in progress, there has been much speculation. Suggestions that the Queensland house descended from the Indian bungalow or North American dwellings indicate that there are various external influences on housing. However, two of the principal determinants are the prevailing climate and materials. In Brisbane we can appreciate sunhoods that keep out rain when windows are left open and prevent sun from rotting the curtains.

For these reasons I am particularly interested in the Queensland house, as reflected in Brisbane, in comparison with other Australian cities. Here I am referring to ordinary timber houses, usually with iron roofs and more often than not perched on 'stilts', or high-set as we say (cf. Hogan 1979). Here a few simple contrasts can be made. Of all the capital cities, Brisbane is significant for the predominance of timber as the material for outer walls. According to a recent analysis (Marsden 1966), in 1861 the main building material was weatherboard (72%), followed by brick (21%) and slab (6%). By 1901 weatherboard raced ahead (88.3%) compared with brick (10.3%) and the demise of slab building. After 1901 timber retained its predominance, while brick was supplanted by fibro cement.

Some Brisbane characteristics are quite apparent, though not so much in relation to other capital cities as timber building. In construction we often focus on the exposed stud frame, either crossbraced with chamfer or tongue and groove boards behind, or diagonally braced across studs one foot six inches or two feet six inches apart (see illustration 1). Window and door surrounds are quite plain compared with New South Wales, where these often have outside frames, and side verandas are more common, but chimneys less so (cf. illustration 5). In other places, houses are generally built closer to the ground, as in New South Wales, on 'blocks' rather than 'stumps', or are more commonly two storeys high. Other differences of emphasis relate to sunhoods, which are comparatively lacking in New South Wales, brackets, finials, lattice, roof vents, guttering and veranda tin (see illustration 2). All of these features may be found elsewhere in Australia, but not in the same proportions or profusion. The predominance of timber, the type of construction, and individual details - these elements combined with topo-



3 EXTENDED TWO-ROOMED COTTAGE, NORTH STREET, SPRING HILL.



4 RESTORED FOUR-ROOMED COTTAGES, CAIRNS STREET, KANGAROO POINT.

graphy, climate and planting constitute an outstanding habitat, especially when they come together in a particular group or suburb as in parts of Brisbane such as Petrie Terrace and Paddington (see illustration 6).

Other differences are more of a negative kind. For example, Brisbane has relatively few terrace houses, and these are quite different from Sydney or Melbourne. In fact the few that remain would make a neatly defined study compared with the task of examining Brisbane housing as a whole.

But despite these emphases, parallel development occurred throughout much of Australia, so that in the actual plan form or arrangement of rooms there are many similarities. Robin Boyd, the architect, was evidently the first to publicise this in *Australia's home* (Boyd 1952), providing a set of standard plan layouts based largely on Melbourne experience. In Brisbane and Queensland at large, familiarity with two basic plan forms makes for easy recognition time and time again.

The first is the two-roomed plan, with or without a corridor, beneath a gable or hip roof. In Queensland this form of cottage usually had verandas on front, back and perhaps sides, though less commonly further south. Sometimes two of these structures were built together. Whether they started off this way or just fell in love at a later date might only be determined by internal evidence (see illustration 3). From the beginning until at least the 1870s this basic structure was often extended, generally as a kitchen joined on or not or simply attached to the veranda. By and large, bathrooms did not exist, so that accommodation overall was quite simple.

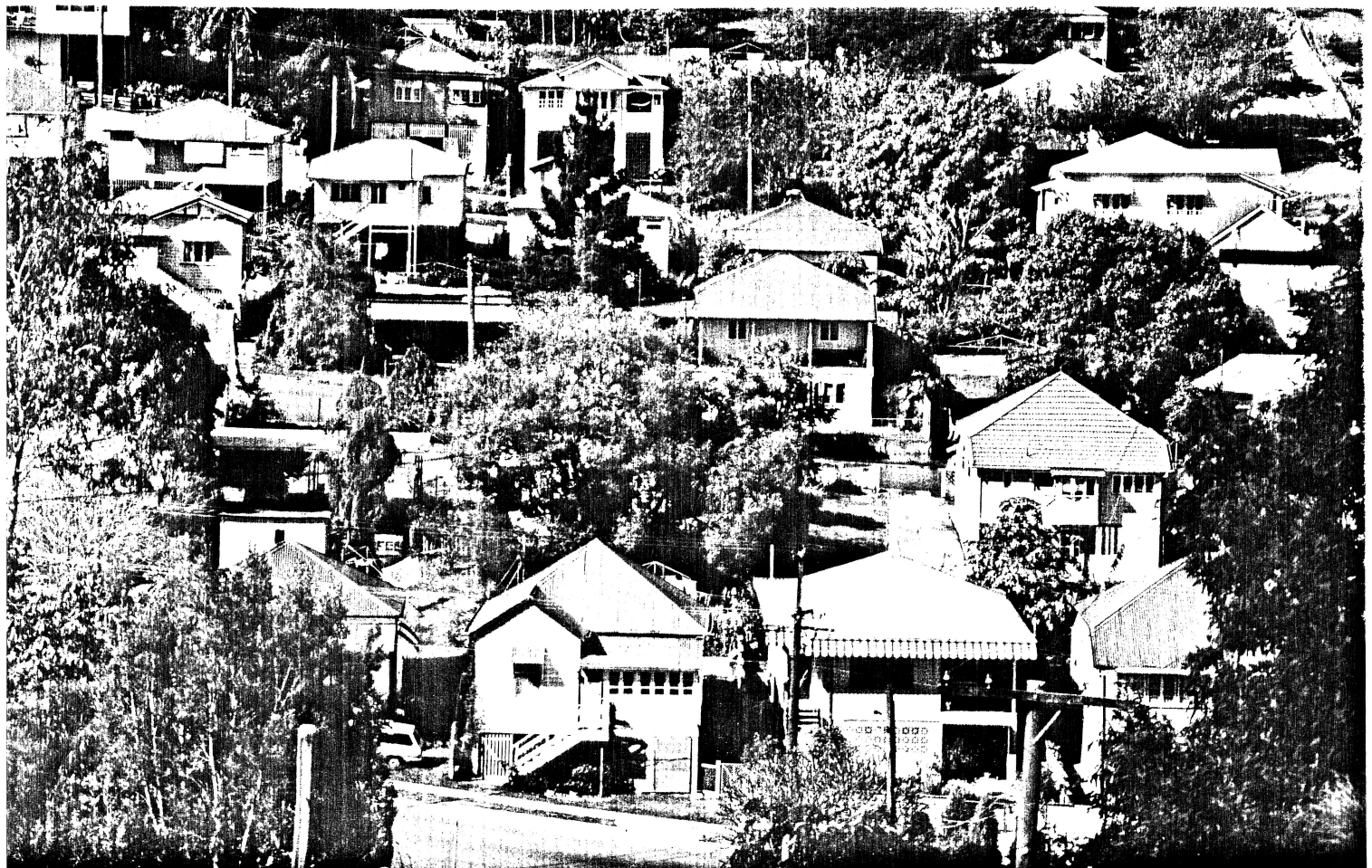
The other most common type is the four-roomed house, with or without a full length corridor, beneath a gable, a hip or more frequently a pyramid roof. Compared with southern dwellings where the kitchen increasingly became part of the main core by the later nineteenth century, in Queensland this frequently retained its identity as a rear extension. Verandas often appeared on various sides, some part of these possibly being enclosed for a bedroom or bathroom (see illustration 4).

Although these standard variations on basic themes are quite well-known, they have not been documented over time and place. In his research on houses in northern Queensland, Peter Bell has produced a typology with variant forms (Bell 1979). A National Trust study has looked at typical house forms in Ipswich, Don Watson has provided a method for dating houses generally (Watson 1978) and there is a walk/drive heritage brochure for Petrie Terrace (Brisbane History Group 1981). However, for Brisbane we lack the kind of typology which has been developed in other capital cities, where finances are more available and people more concerned. Nevertheless, even with a little understanding of elementary types, it is possible to stand on a Brisbane hillside and visualise layouts beneath the pattern of roofs (see illustration 6).

These are some of the features of plain, ordinary houses in Brisbane, what might be called the common building style. For its part the National Trust identifies the special, or rather the peculiar and grand houses for which documentary evidence and charming photographs provide a good case for conservation (cf. illustration 5). On the other hand the Trust has been understandably hesitant about identifying ordinary places, partly because they might not seem under like threat. But if we look around the inner suburbs there can be no doubt that the ordinary Queensland house is threatened, not only by developers, but also by the home improver who replaces poor, innocent characteristic balustrades with cross-bracing, which any three year old child might recognize as a hazard (see illustration 1). Hence the need for more information and understanding about the Queensland House in Brisbane.



5 GRANDER SOUTHERN STYLE HOUSES, BANK STREET, WEST END.



6 PADDINGTON HILLSIDE FROM ENOGGERA TERRACE.

CHAPTER 10

SETTLEMENT

Early occupation of land in south-west Brisbane

by Helen Gregory

The restriction that no free settlement could be allowed within fifty miles of the town of Brisbane, imposed when the township was the nucleus of the Moreton Bay convict colony, was lifted in February 1842. Settlement was thereby allowed in that area lying north and south of the river, between the original western boundary of the town and the junction of the Bremer River with the Brisbane. An investigation of the patterns of initial land ownership and settlement during the 1840s and 1850s provides insight into the factors which influenced the development of this part of the present Brisbane metropolitan area, based on a variety of historical sources. In a more general context, the choice of certain areas of land either for de facto settlement, or for purchase, and the neglect of others equally available and apparently suitable, indicate some of the values which settlers expressed when choosing land. However, the land the government decided to alienate and the basic upset prices it imposed at the time of initial sale or lease express, in many cases, a different set of values placed on land. Government influence on settlement is reflected in rigid guidelines for the reservation of land to the Crown, the size and classification of land parcels offered at auction, and decisions concerning roads. The government's intention was evidently to achieve the twin aims of government profit and close settlement. Patterns of settlement and land ownership in the 1840s and 1850s also reflect the economic and political power struggles building up in the Moreton region.

John Oxley's initial exploration of the Brisbane River in 1823 resulted in almost extravagant praise for the land it threaded (Steele 1972, p. 116):

...it is by far the largest river in New South Wales and promises to be of the utmost importance to the colony from the very fertile country it passes through, affording the means of water communication with the sea to a vast extent of country, the greater portion of which is capable of producing the richest productions of the tropics.

After Governor Brisbane had despatched the first party to form a convict settlement in Moreton Bay in 1824, he received a contrary directive from Earl Bathurst, Secretary of State for the colonies (*Historical records*, vol. 11, p. 321):

By reason of its fitness for general Colonisation, it no longer appears to His Majesty to fulfil the objects in view, when I directed your attention to the formation of a Convict Establishment at that station for the worst Class of Offenders.

Thus from the beginning of white settlement a dichotomy existed between the rigid exclusivity of the convict settlement and the glimpsed potential of prosperous free settlement. During the convict era the government was periodically assailed by entrepreneurs wanting to develop parts of the

Moreton Bay area or to trade with it.

The fact that the free future was being planned almost as soon as the compulsory settlers arrived makes it necessary to look at some of the events of the penal period, which influenced later settlement in south-west Brisbane. This influence becomes particularly discernible during the commandancy of Patrick Logan when the population of the settlement, its activities, and the area it occupied grew rapidly. One effect of the increasingly intimate knowledge of the area gained during this period was to cast doubt on the suitability of the site of Brisbane Town, as it was now called, to be the major centre of population and economic activity in the region. Much of this doubt centred on the river itself. After exploring the area to the south of the settlement, Logan in 1826 expressed the view that the Logan River was more significant than the Brisbane, and that the area it watered was more suited to grazing and agriculture than the area near the settlement (John Oxley Library, A2 microfilm, Roll 1). Despite mounting doubts cast on Oxley's optimistic assessment of its navigability, the Brisbane River was used to transport limestone to Brisbane after a kiln was established on the Bremer River in 1827. Governor Darling's opinion that the winding Brisbane River with its shallows and shoals made navigation too tedious appears, however, to have prevented the establishment of a large wheat farm on Oxley Creek (Mitchell Library, MS. A 1203). Shortly afterwards, the development of cattle stations near Limestone (later renamed Ipswich), at Redbank, and at Coopers Plains, meant that a dray road was pushed through the bush to transport the cattle to South Brisbane. The doubts cast on Brisbane and its river, the developments around Limestone and the discovery of coal in the banks of the river near Limestone, produced tension between the two settlements. The tussle for supremacy between these centres persisted for nearly twenty years and affected the south-western Brisbane area which lies like a corridor between them.

Though the closure of the penal establishments at Moreton Bay had been presaged since the early 1830s, a firm step in this direction was taken in 1839 when three surveyors arrived to survey the area and to measure land for sale. The chaotic rush for land in central New South Wales and Port Phillip since the late 1820s had put great pressure on the inadequate New South Wales general survey and on the clumsy procedures for alienating Crown land. To avoid this and to ensure stringent control of land alienation in Moreton Bay, the government planned that Moreton Bay would be mapped, county and parish boundaries established, and land measured for sale before land could be alienated. The Moreton Bay survey differed from earlier New South Wales surveys in another respect. It was to be an accurate ordnance survey based on trigonometrical methods. This, it was thought, would avoid the inaccuracy of compass survey. But because instruments used in Moreton Bay were inadequate and were often used for long periods without calibration, inaccuracy was not entirely avoided (NSW Archives Office, Surveyor-General's correspondence, 2/1853).

The progress of the survey in the three years before 1842 raised many issues significant to the future of the south-west Brisbane region. The most vital of these centred on the Brisbane River. The surveyors' reinforcement of Logan's enthusiasm for the Logan River's capacity for agriculture and pastoral production was combined with a belief that Cleveland Point on Moreton Bay would make a more suitable port than Brisbane. Surveyor Henry Wade suggested that pastoral products could be transported down the existing dray track from Ipswich to Coopers Plains and thence by road to Cleveland (NSWAO, SGC 2/1853). This scheme implied that Brisbane would be by-passed. The urgency to establish a suitable port grew once the northern front of the squatting explosion reached the Darling Downs in 1840, particularly when the settlement at Ipswich was seen to be the natural terminus of Alan Cunningham's route from the Downs through the gap in the Dividing Range (1828). The

persistent political pressure and economic influence exerted by pastoralism on the development of the Brisbane region was incremented once stations were established in the upper Brisbane valley in 1842, the Logan region in 1843 and the Wide Bay area shortly after. This pressure was reflected in both land ownership and the growth, albeit slow, of road communications throughout the south-west Brisbane area.

Consequently by the time the Moreton Bay area was declared opened for settlement in 1842, certain tensions apparent within the region since the penal era had solidified. An article on the Moreton Bay area in the *Australian* on 5 April 1842 reflected this in asserting that the chief town would be at Ipswich. Another of the tensions affecting the immediate future of the region centred on communications. The Brisbane River had been downgraded as the chief means of communication, and the area was beginning to be served by primitive road communications. These included the road from Ipswich down the south bank of the river to South Brisbane, with its connection by road to the Logan at Coopers Plains, and a road planned for the north bank of the river in 1849.

Though no land was sold in south-west Brisbane until then, land sales and leases in other parts of the region also affected the pattern of future development. In the four years after 1842, the success of land sales in and around the town of Ipswich persisted even though the trough of the economic depression, which had affected New South Wales since the early 1840s, reached the Moreton Bay area by 1844. The lower upset price of £8 an acre for land in Ipswich, compared with £100 an acre in North Brisbane may be a factor in explaining the success of the Ipswich land sales; nevertheless it is true that land prices in Ipswich were consistently and proportionately above those in Brisbane. No town lots in North or South Brisbane were sold at a land sale held in July 1845 but all Ipswich lots were sold at prices considerably higher than the upset price. This trend persisted into 1847, when land in Brisbane fetched on average 6.858 shillings per perch, but 7.7 shillings in Ipswich. Moreover, both official and de facto settlement in the region tended to confirm the growing importance of Ipswich. Stephen Simpson, Commissioner for Crown Lands, established his headquarters at Woogaroo, and John Stevens opened a substantial inn on an adjacent block of land fronting the Ipswich road (Dept of Mapping and Survey, Map 118.13).

Though the commencement of a steamer service between Brisbane and Ipswich in June 1846 marked the beginning of regular internal commerce in the area and boosted Brisbane's role as port, the focus of activity in south-west Brisbane over the next few years remained at the Ipswich end of the corridor. John Williams, a trader and store owner, opened a coal mine in the banks of the river at Moggill in 1849 (DMS, M 118.21). Moggill as a region for settlement had been promoted through the published propaganda of Dr John Dunmore Lang, who had described it to the Secretary of State as one of the most favourable localities in the district (Bonwick transcript 6, p. 1029). Following a visit to Moreton Bay in 1845, Lang became firmly convinced of the region's potential to become the great cotton field for the manufacturers of Great Britain (Mitchell Library, MS.A 2226). Despite his unsuccessful attempts to procure British government sanction for his joint stock company immigration scheme, Lang despatched three immigrant ships to Moreton Bay. Some of the immigrants who arrived in February 1849 on the *Fortitude* chose land at Moggill on Pullen Pullen Creek.

The popularity of this land, and sales shortly afterwards on Moggill Creek, revealed one essential aim of government land policy in Moreton Bay. The Surveyor-General insisted in 1849 that in areas where demand was great, land should be measured in lots no larger than fifty to one hundred acres (NSWAO 4/5433). Here it is possible to discern a determination that the government would achieve the maximum possible monetary return for land it

alienated. Land sold in lots smaller than 640 acres (once considered a suitable lot for country land) brought a larger return to the Crown, since the upset price per acre was higher. Nevertheless the government's policy in this respect went awry in some instances. For example James Warner, the surveyor, commented in 1848 that despite great demand for land, lots which the Surveyor-General had ordered to be measured were not bid for at subsequent sales (NSWAO 2/1586). This is only one instance of the repeated complaint that government control of affairs in Moreton Bay from a centre hundreds of miles away in Sydney was not resulting in the best use of the land and resources available. In pursuing its aim of selling popular land, the government instituted proceedings against William Sheehan who was illegally occupying Crown land near Moggill in 1850, while land occupied by Darby McGrath was measured to give him the chance to buy his homestead (NSWAO 4/3622, 2/1586). Leasing also entered the land alienation picture when Moreton Bay was officially brought within the settled districts in the late 1840s. Job Twine, a 'Fortitude' immigrant, and Darby McGrath applied for seven leased portions totalling 5,760 acres in the Moggill area. However, government control of leased land in Moreton Bay was tightened with the ruling that there could be no pre-emptive leases in Moreton Bay, the only grant being to Stephen Simpson at Woolston.

The spread of settlement in the upper Brisbane valley focused more attention on the Ipswich-Moggill area when it became obvious that a road on the north side of the river would shorten the distance for stock transport to Brisbane. Previously, stock from the upper Brisbane valley had been brought to Ipswich and thence from Ipswich to South Brisbane. The construction of this road brought into the Brisbane area a form of embryonic local authority, the Road Trust. Road trusts were formed under the provisions of an 1840 Act of the New South Wales Legislative Council. Composed of citizens resident in the area in which the road was to be built, local committees were given responsibility for the expenditure of government money. The *Votes and proceedings* of the New South Wales Legislative Council throughout the 1840s show that substantial sums were spent by road trusts in the Sydney region, but the trust responsible for the road through south-west Brisbane on the north side of the river was one of the first to be formed in the area which became Queensland.

In pursuing its policy of establishing close settlement in contradiction with the apparently natural urge of Australian settlement to be widely spread, the New South Wales government developed a firm policy on the reservation of land for villages in areas where settlement was thought to be likely. It was originally intended to reserve land for villages at the rate of at least one village every sixteen square miles. The flurry of activity to form village reserves between Moggill and Ipswich indicates some confusion regarding the choice of the most likely spot around which to concentrate population. The apparently haphazard and premature reservations of land for villages in south-west Brisbane can also be seen as an expression of the government's determination to achieve high profits from land sales. Village land could be sold as town and suburban lots which were placed on the market at higher prices than land described as country lots. Town land was defined as land within an established town or village; suburban land was that within five miles of an established town or village.

However, dislocation between the determination of government policy for Moreton Bay in Sydney and the reality of the situation on the spot soon became obvious. From 1853 demand for land in the Brisbane region rose, and the government moved quickly to secure village reserves in areas it considered likely to be popular. Proposals to establish village reserves in this period indicate that government predictions still favoured both sides of the river at the Ipswich end of the south-west Brisbane corridor. The Moggill village reserve was enlarged, a reserve was created around the bend

of the river at Redbank, the reserve at Woogaroo was greatly extended, and a reserve was marked at Moolabin on Oxley Creek. Some of these village reserves reveal that the government did not have a realistic perception of which land would be popular in the Brisbane region; for instance, the Moolabin village reserve exists today as the railway shunting yards at Rocklea.

Though land was still being taken up in the Moggill area in the early 1850s, it was beginning to be sold near the Brisbane end of the corridor. Land was sold in 1851 in an area which was then called the western suburbs, now known as Milton and Toowong. These were large blocks of land stretching along the river and were taken up by prominent early citizens such as Robert Cribb, one of Lang's immigrants, who had opened a bakery and confectionary business in the town and was also involved in early farming enterprises. One of Cribb's neighbours at Milton, Ambrose Eldridge, was a chemist who had been bankrupted in Sydney during the depression of the early 1840s. Eldridge, was one of the farmers who attempted to achieve Lang's vision of Moreton Bay as a great cotton field. Eldridge, and another Lang immigrant, Joseph Lewis, each won a substantial bounty offered by the New South Wales government for superior cotton (Mitchell Library, MS. A 2226).

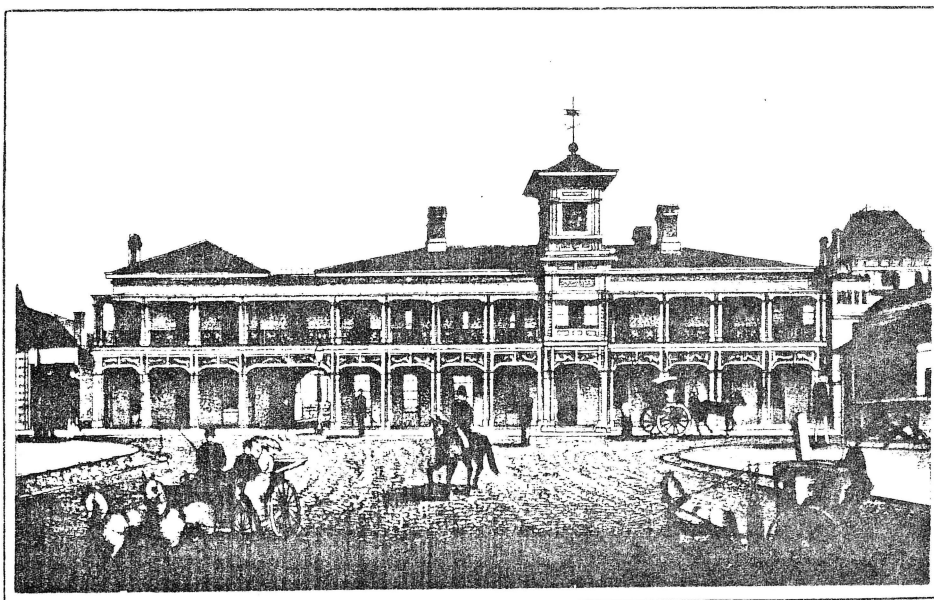
After 1850 another factor entered the pattern of land settlement and ownership in south-west Brisbane. Land taken up during the 1840s, whether officially sold or leased, or illegally occupied by graziers, could not be regarded as speculative land if farmed or used as pasture. In the early 1850s, however, evidence indicates that an element of speculation entered the picture. Speculation in the Brisbane region was hardly a new phenomenon. Commentators such as J.L. Byrne and R.M. Martin recorded the appearance of land speculators at the early land sales in North and South Brisbane and Kangaroo Point. Though speculation in Brisbane and Ipswich can be related to the tussle between these centres to become the major centre of population, land speculation in south-west Brisbane corridor can also be related closely to proposed road routes.

One of the major buyers after 1850 was Thomas Lodge Murray Prior. Though it would probably be unfair in the light of evidence currently available, to characterise his purchase of an enormous acreage of land as pure speculation, it is likely that some of his purchases in south-west Brisbane were guided by the hope of making a substantial profit. Prior had taken up Bromelton station on the Logan river in 1843, and then substantial land holdings in the Wide Bay area. It was during this period that he first became active in land buying in the Brisbane region. The area in which he first chose land in south-west Brisbane had been marked on a survey map as barren and stony. Not until the route of the projected north bank road is added to this map does it become obvious that he had bought a substantial area of land along this road frontage, perhaps thinking that a major intermediate town would grow up in the area. Prior also bought a huge acreage at Toocooobah (later known as Prior's Pocket), which had been measured for sale to Henry Stuart Russell, a Darling Downs squatter (DMS M 118.31).

In the 1850s, pastoralists from the Darling Downs, Logan and upper Brisbane valley were also buying land at Cleveland and Sandgate. Prior and Russell were among the first buyers of land at Cleveland, the proposed squatters' port. On the other hand, in the initial sales at Sandgate, which developed into a Victorian leisured town, lots were bought by both pastoralist and town merchant-professional groups. At the same time land was taken up around the bends of the river in what is now St Lucia and Indooroopilly. There is evidence that some of this buying was speculative, but much of it was bought by serious farmers. Part of the St Lucia land, for example, was developed into some of the earliest sugar cane farms in the Brisbane region.

The increasing rate of land purchases along the river, and in the fertile pockets in the south-west Brisbane region during the late 1850s, indicates two interesting trends. One was that Brisbane was out-stripping Ipswich as an urban centre. It also indicates that population growth in the region was sufficiently substantial to guarantee an adequate return to dairy and small crop farmers. Land purchases of this period, however, show that, like Stephen Simpson in the 1840s, government officials were also active in land buying perhaps for speculative purposes. Bramston, Governor Bowen's private secretary, bought a substantial block of land at Chelmer Point near a proposed steamer wharf reserve.

Land occupation in south-west Brisbane in the 1840s and 1850s is not merely related to the economic fortunes of individual pastoralists, merchants and officials; it also reflects a build up of opposing political factions. Despite opposition from the squatting party, who still wished Queensland separation to be accompanied by forced labour of either island or convict origin, the Brisbane merchant lobby, in which many of Lang's immigrants were prominent, was gradually triumphing. Separation was finally achieved, without renewed transportation, in December 1859. The proclamation of Brisbane as capital of the new colony finally vanquished the hopes of those who wished to see Ipswich become the dominant centre. It is interesting in this context that until the middle half of the 1850s, land ownership and settlement had been concentrated towards the Ipswich end of the south-west Brisbane corridor. This indicates that Ipswich was thought to become the dominant centre, and that its outlying suburbs would be the profitable areas of the future. One further indication of this belief was the proclamation of the plan for the town of Goodna. Proclaimed in the New South Wales Government Gazette in 1855 (cf. DMS MT 33), this well-known town plan provided for main thoroughfares, shopping areas, church squares, large park land and many housing blocks ranging in size from sixty-four perches to sixteen. 'Glorious Goodna', as we may now dub it, did not eventuate, perhaps because it had become apparent that Brisbane would be the dominant urban centre in the region.



THE PUBLIC LANDS OFFICE.

CHAPTER 11

COMMUNITY

Studying a community concept : Late nineteenth century Toowong

by Helen Bennett

Australian history offers a veritable smorgasbord of research delights, from which not even the last decade's boom in professional research has detracted. Yet, of all that could be studied about nineteenth century colonial Australia, why select Toowong, and why opt to explore the nature of 'community' as it emerged in Toowong over a century ago?

Toowong maybe chosen basically because it is a suburb. For the purposes of this study, the particular suburb selected is largely immaterial; any suburb for which sufficient archival material exists would be suitable. Toowong, however, is convenient, and adequate data appears to be available. Irrespective of the suburb ultimately chosen, this kind of study aims to explore two specific avenues : first, the evolution of a suburban community in nineteenth century Australia; and secondly, a methodology which combines both quantitative and more traditional approaches to historical analysis.

Despite Australia's emergence in the early nineteenth century as a highly urbanised society - a characteristic which has been retained regardless of the Australian bush 'Legend' - urban history research has remained surprisingly limited, concentrating on city growth indices and rural town expansion. Suburban history has been neglected thoroughly. Paradoxically, this latter field of study, frequently dismissed by Australian historians, provides enormous scope for contemporary research work. Brisbane is one example. With its vast suburban sprawl, encompassing a host of differing forms of suburban development, some of which date to the 1840s, Brisbane's potential for urban/suburban history research ought not to be underestimated.

A dominant theme in the Toowong research is to assess the extent to which the suburb emerged as an extension of the city heart, or to what extent it evolved a unique identity. Past suburban identity, and the degree to which suburban residents conformed to or moulded this identity, is an important concept which deserves analysis. In Queensland historical research especially, urban development and the nature of resulting suburban communities have not received adequate attention. Toowong archival material provides an opportunity to explore the evolution of a nineteenth century suburban 'community'.

Placing the Toowong study in context, Table 1 provides a simple chronology of notable events in the history of the district. The period under review dates from around 1860-2, when the first suburban settlers entered the district (there was little prior farming in the area), to 1902, the last year in which Toowong was gazetted as a shire rather than as a town. Although no more than a simplistic model, Table 1 indicates dynamic developments in the growth of Toowong as a suburb, which affected its nature as a community. These developments can be outlined briefly as follows.

Early Toowong residents were largely wealthy suburban dwellers whose business interests or places of work took them into Brisbane daily. However, they developed quite rapidly a sense of social community centred upon Toowong

TABLE 1 : TOOWONG CHRONOLOGY

	1840's, 1850's	LAND SPECULATION NO DOCUMENTED LAND USE
ABORIGINES STILL HIED CORROBOROES	1860/2	LAND SUBDIVISION "NONA ESTATE" WEALTHY SETTLERS
FLOOD	1864	
BIBLE CHRISTIANS AT INDOOROOPILLY LATE 1860'S	1866	FIRST ANGLICAN CHURCH TOOWONG HOTEL IN CORLEW STREET
EARLY 1870'S, REGATTA HOTEL, THEN RAILWAY HOTEL (BRIEFLY ON RIVER ROAD). BY 1875, RAILWAY HOTEL MOVED TO NEAR STATION GATES (SHERIDAN RD)	1872 1873 1875	FIRST BUS SERVICE FIRST MAIL SERVICE RAILWAY AND TELEGRAPH, PROVISIONAL SCHOOL, TOOWONG GENERAL CEMETERY
POST - 1875 IMMIGRATION	1876 1879	PRIMITIVE METHODISTS WESLEYANS
RAPID IMMIGRATION THROUGH 1880'S MOST ESPECIALLY IN 2ND HALF OF THE DECADE	1880 1881 1883 1886 1887	JAN: GOVERNMENT PRIMARY SCHOOL MAY: TOOWONG SHIRE COUNCIL BAPTISTS TOOWONG SPORTSGROUND PRESBYTERIANS SALVATION ARMY
FLOOD	1893	CONVENT SCHOOL
FLOOD	1898	POST-FLOODS MOBILITY
TOOWONG A FULLY ESTABLISHED SUBURB; POPULATION MOVED OUT ALONG RAIL LINE - GRACEVILLE	1900 1903	OCTOBER: GOVERNMENT PRIMARY SCHOOL, TARANGA TOOWONG TOWN COUNCIL

The noticeable degree of inter-marriage between members of early Toowong families - especially those of the moneyed group - indicates that an embryonic social community structure existed in the 1860s and was well established within a decade; but not until the 1880s did a significant economic community or substratum evolve.

Following construction of the final stage of the Brisbane to Ipswich railway through Toowong in 1875, the immigration of less wealthy settlers created entirely new demands on the district. These people wished to shop in Toowong, to send their children to school there, to conduct local business and so forth. By the early 1880s, Toowong had emerged not only as a suburban development, but also as a village identity, a community in concept with an internal social and economic structure. As might be expected, the commercial growth of Toowong was associated with an influx of the more puritanical protestants - Presbyterians, Wesleyans, Primitive Methodists, Baptists, Congregationalists, even Bible Christians - whilst the wealthier Toowong suburbanites, the nouveau riche of nineteenth century Brisbane, were overwhelmingly Anglican.

Superimposed on this internal structure lay widespread social and economic contacts with farming communities and families in the districts to the immediate west of Toowong. Closest ties were developed with Taringa (West Milton in the early years) and Indooroopilly (which included Long Pocket, St Lucia, Ironside and Chapel Hill), but also extended to Kenmore, Brookfield and Moggill. The establishment of Patterson's Sawmills (still in existence) in Toowong illustrates the suburb's emergence as a focal commercial/distribution/social centre for the farming areas to the west. The Patterson brothers had originally conducted a saw-milling operation at Brookfield, in the heart of the timber country, but by 1885, with a growing family (eventually thirteen or fourteen children by two marriages), Charles Patterson had moved the business to central Toowong. Not only did Toowong provide excellent business opportunities and education facilities; it also offered social contact. In particular it was not surprising to find widows from the surrounding farming districts moving into Toowong, where their chances of re-marriage were considerably higher.

Although by the 1880s the nucleus of a village had been formed, and Toowong as a local community was firmly established, the area retained a dual identity. Through the 1880s and 1890s, Toowong remained both a village and a suburban development with a highly mobile population. This is not surprising, considering that in nineteenth century Australia nearly every town was a 'frontier' town, Brisbane included. Since mobility dominated the

social environment, it is in this context that the study of colonial Toowong must be conducted. A highly sedentary population, for which well-documented demographic data is readily available, simply does not exist.

Studying the local community as a whole, rather than just the events which shaped it, has distinct advantages. The term 'community' implies the involvement of all people resident in a particular area, and studying all people in the historical context is important. Historical study can centre quite readily on 'public' people - those about whom contemporaries wrote, or who bequeathed to later generations their correspondence, memoirs, diaries and so on; yet, however dominant in the community - whether city in general or suburb in particular - these citizens maybe, they do not constitute the whole local community. A more representative population must be sought if the community is to be studied. This can be established through quantitative demographic research, profiling the local community across barriers such as income, occupation, religion, education, as so forth.

If Toowong is to be studied as a local community, the term 'community' requires clarification. Concepts of community are many and varied, the two most frequent determinants being geography and social network. In the Toowong situation, 'local community' emerges as an amalgam of a perceived physical area, social networks, behavioural patterns and administrative boundaries.

An expedient boundary to community would be the administrative, the delineated borders to the suburb of Toowong. Unfortunately, such a boundary proves difficult to define. Perhaps as a reflection of Toowong's origins in land speculation - a green-belt investors' suburb of the 1860s which only later developed its own village identity - census takers, post office officials, and various other administrators never quite decided whether Toowong was town or country, suburb or village, nor where its boundaries lay. In 1871 alone, Toowong was included in the West Moreton Electoral District, Oxley Census District, Enoggera Shire Parish, Brisbane Police District, and the Toowong Anglican Parish. To complicate the issue, these boundaries were subject to considerable alteration during the short forty-odd year span of this study. Even the official post office boundaries for Toowong were not formalised until 1975; in 1979, the Brisbane City Council re-located its suburban boundaries accordingly, such that Toowong now includes areas which for many years were termed Auchenflower, Torwood, and a part of Milton.

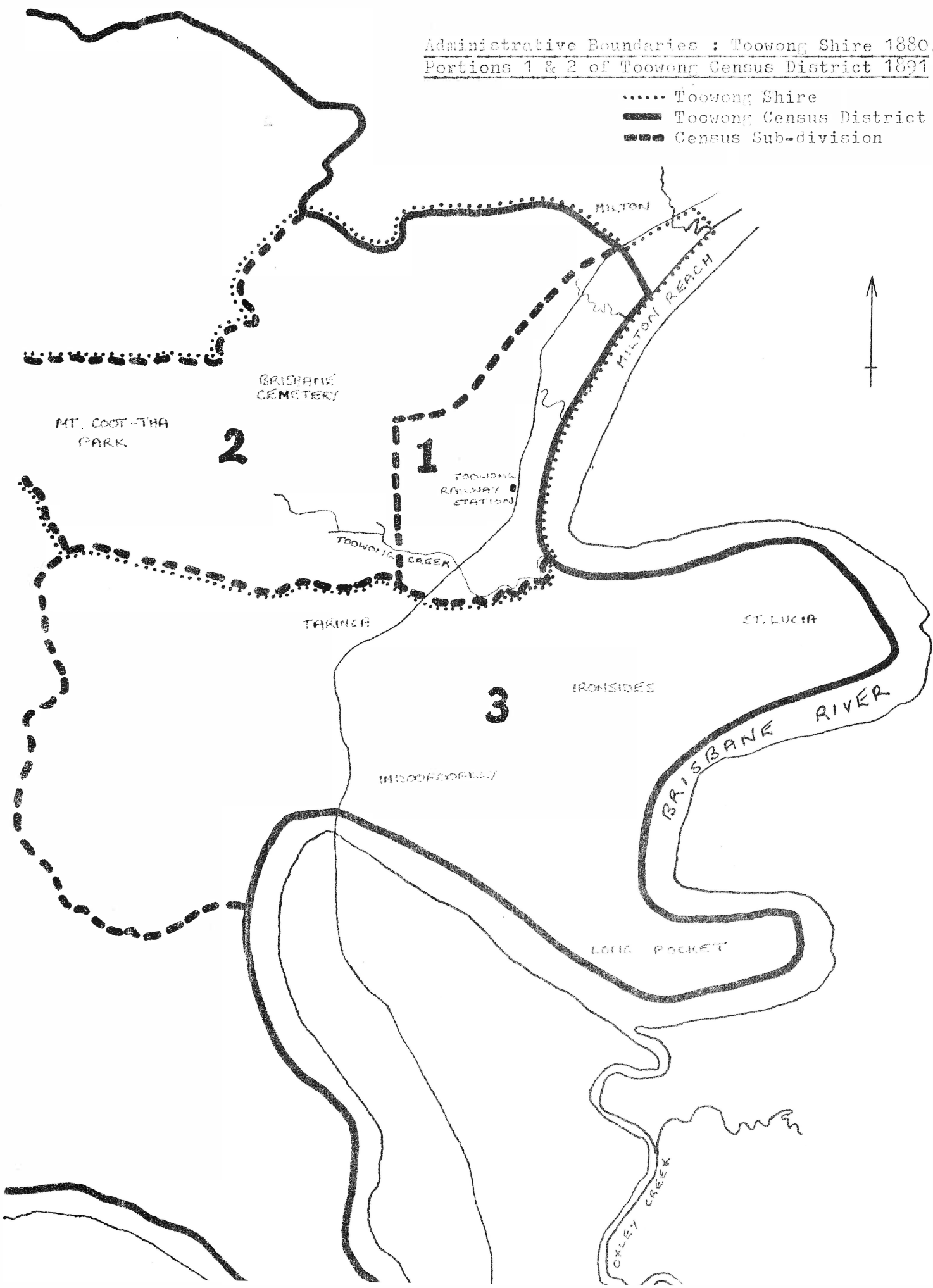
The creation of a Toowong Shire in 1880 did, however, establish a more reliable boundary to community, but included areas not always perceived as being 'Toowong'. Divisions 1 and 2 of the 1891 Toowong Census District correspond roughly to the Toowong Shire area, though slightly extended into Milton (see map of Toowong administrative boundaries).

For these reasons the concept of a perceived community - in this case, that area which nineteenth century residents felt to be the Toowong to which they belonged - is borrowed from an American sociologist, Robert Redfield. In 1957 Redfield distinguished three levels of community: the moral, or 'what ought to happen'; the perceived, or 'what is thought does happen'; and the behavioural, or 'what does, if counted, happen' (Macfarlane 1977).

Perceived community is essential, especially in the sense of perceived physical borders. Problems arise, of course, and perceptions of Toowong as a geographic, political, economic or social unit do vary from person to person and from one decade to another. Where one nineteenth century record-keeper might classify a person as resident in Toowong, for example, another will locate the same individual in Taringa, and another in Indooroopilly,

Administrative Boundaries : Toowong Shire 1880,
Portions 1 & 2 of Toowong Census District 1891

- Toowong Shire
—— Toowong Census District
--- Census Sub-division



depending upon the record-keeper's perception of Toowong. Furthermore, the name 'Toowong' originally designated a land subdivision which vaguely followed the course of Toowong Creek, north of the present town centre. As more residents arrived, so the perceived boundaries to Toowong were extended. Also, with the establishment of a railway station at the southern end of Sherwood Road in 1875, focus shifted from the Sylvan Road-Church Street axis to Sherwood Road - High Street. Perceived community, therefore, is not a static thing. Community feeling, a sense of belonging, evolves in response to political, economic and administrative influences. It may be difficult to define, but, according to Alan Macfarlane, the historical anthropologist (1977) : 'Boundaries are necessary but always, to some extent, arbitrary'. *Moral community*, involving expectations, must remain outside the scope of this study. However, the analysis of *behavioural community* is particularly relevant. To explain or perhaps merely to catalogue the behavioural boundaries, quantificative techniques may be utilised. It might be argued that, being an abstract, a 'sense of community' cannot be measured; what can be measured are indications as to the nature of the behavioural community.

Quantification in demographic research involves the collation of as much data as is available about people in the past, and upon this technique the Toowong study is based. Whilst not every person who lived in nineteenth century Toowong will appear in the available information (the population count was close to 5,000 by 1901), there remains sufficient data from which to extract statistics, which in turn indicate demographic trends within the district. It must be emphasised that such measurements, whilst comprising a significant proportion of the Toowong research, are not ends in themselves. Demographic analysis can be no more than a means to an end, a tool in furthering closer analysis of a particular community, contributing a part of the historical evidence, rather than the sum. Quantification is just one more fashion of investigating the past population of a local community and should be used in conjunction with other historical techniques and sources, to produce a total social, economic, political and cultural history.

Questions which must be asked when endeavouring to reconstruct the nineteenth century Toowong community via quantification, include : When did people arrive in Toowong? From where did they come? Where exactly in the district did they settle, and why? What were their occupations, religions, family structures, etc. and were these modified at any time? For what reasons? Where did they work? How well educated were they? What social and marriage horizons evolved? How mobile was this population (both occupationally and geographically)? What degree of interaction was there with surrounding districts? To what extent did the people identify with Toowong, as opposed to Brisbane? These questions are by no means the total of what could be asked about Toowong, but they do indicate the approach adopted in this study.

Such questions necessitate the analysis of demographic variables. These include fertility, nuptiality, mortality, mobility and family/household structure, most of which can be analysed by sex, age, occupation, income, place of residence, religion, education and nationality. More specific variables investigated include : age at first marriage; marriage span; incidence of re-marriage; marriage horizon; marriage-first birth interval; age-specific fertility; family size; age at paternity; pre-nuptial pregnancy rate; birth interval; evidence of contraception; infant mortality rate; birth-baptism interval.

As quantification involves counting, lists, in whatever form, of people who resided in Toowong at some period in the nineteenth century, comprise the major data source (see Table 2). Ecclesiastical and education registers contain a wealth of demographic information, but even a name and a date can be crucial in locating a individual in Toowong at a particular

time or in a particular situation; this in turn may be instrumental in determining variables such as occupational or geographic mobility, or religious affiliation in relation to social background, or whatever. Commemorative plaques in local churches can be most illuminating.

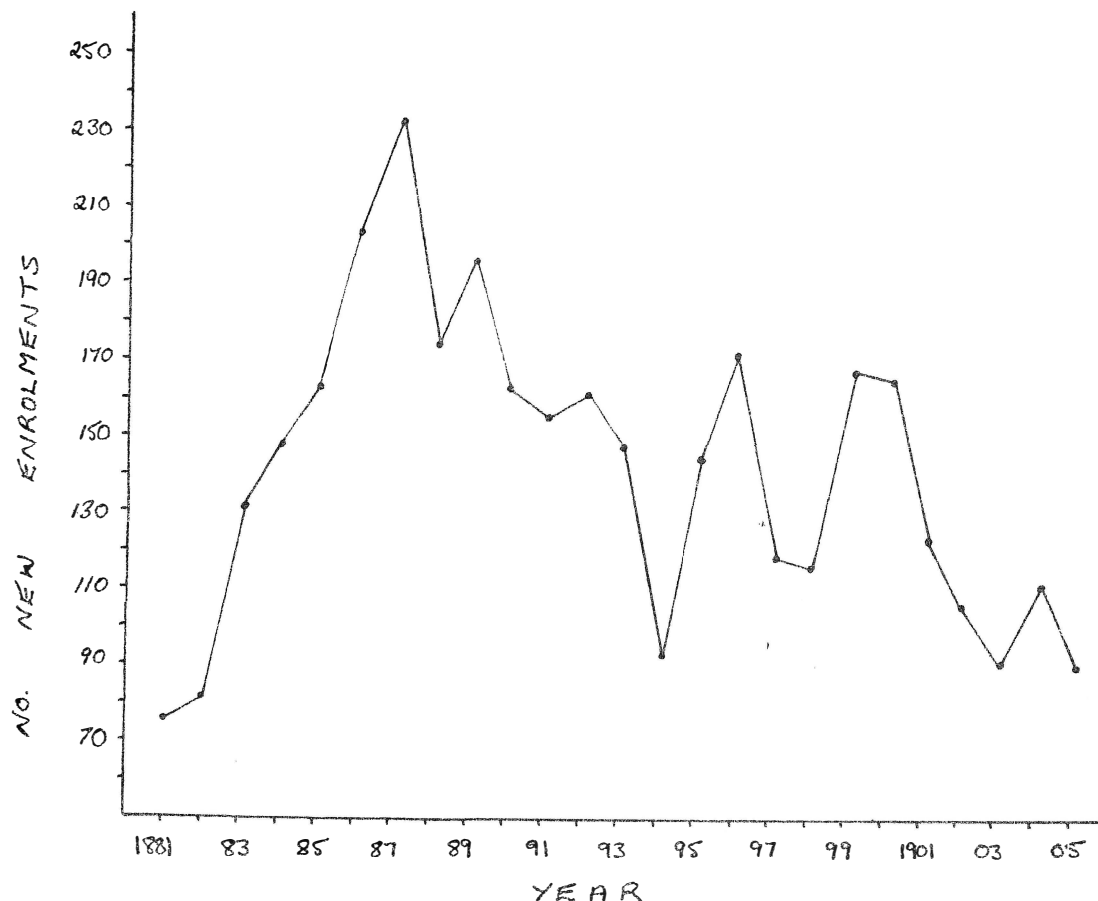
The list in Table 2 might appear somewhat forbidding, especially since each source is limited in detail and fraught with inadequacies. An obvious deficiency is the lack of burial registers. Cemetery records list only the name of deceased, date of burial and location in the cemetery and are particularly time-consuming; as a source in themselves, cemetery records in their present form are difficult research instruments, though they can provide valuable information about individuals or families located in other records. Ecclesiastical marriage and baptism registers are not complete. Mistakes, omissions, or poor spelling and awkward handwriting in the original records are frequent problems, requiring the cross-checking of names, especially with other sources. Name confusion and lack of specific place or residence or record of religion are also problems. However, the more sources investigated, the greater the chance of collating a workable set of data for quantitative analysis.

TABLE 2 : DATA SOURCES FOR A COMMUNITY RECONSTRUCTION OF TOOWONG, 1862-1902

- 1 Queensland census statistics, 1861-1901
- 2 Ecclesiastical records (Toowong) : Anglican marriage registers 1873-95; 1896-1918; Anglican 1872-1909, Wesleyan 1880-1912, and Presbyterian (1887-1910) baptism registers; Anglican confirmation register 1890-1919; Presbyterian Sunday School admissions 1885-1892; Wesleyan-Methodist Society class books 1889-1901; Church commemorative plaques, honour rolls, etc.
- 3 Educational records : Queensland Education Department records in State Archives; Toowong Primary School admissions register 1880-1905.
- 4 Business and street directories
- 5 Parish and census maps
- 6 Reminiscences, memoirs, correspondence
- 7 Local and church histories
- 8 Ecclesiastical records from inner-Brisbane parishes
- 9 Toowong cemetery records
- 10 Land titles
- 11 Real estate agency records
- 12 Nineteenth century Brisbane newspapers
- 13 Memberships of clubs and societies both in Brisbane and in Toowong
- 14 Electoral rolls
- 15 Interviews with long-term residents

Some preliminary analysis of the data has been accomplished, such as work on raw statistics from the Toowong Primary School admissions register. Table 3 on following page, for example, documents fluctuations in new enrolments over a twenty-five year period, which illustrate population changes accompanied by social, political and economic development.

TABLE 3 : YEARLY INCREASE IN ENROLMENTS, TOOWONG PRIMARY SCHOOL, 1881-1905*



* NUMBERS NOT ADJUSTED FOR CHILDREN ACCIDENTALLY RECORDED MORE THAN ONCE.

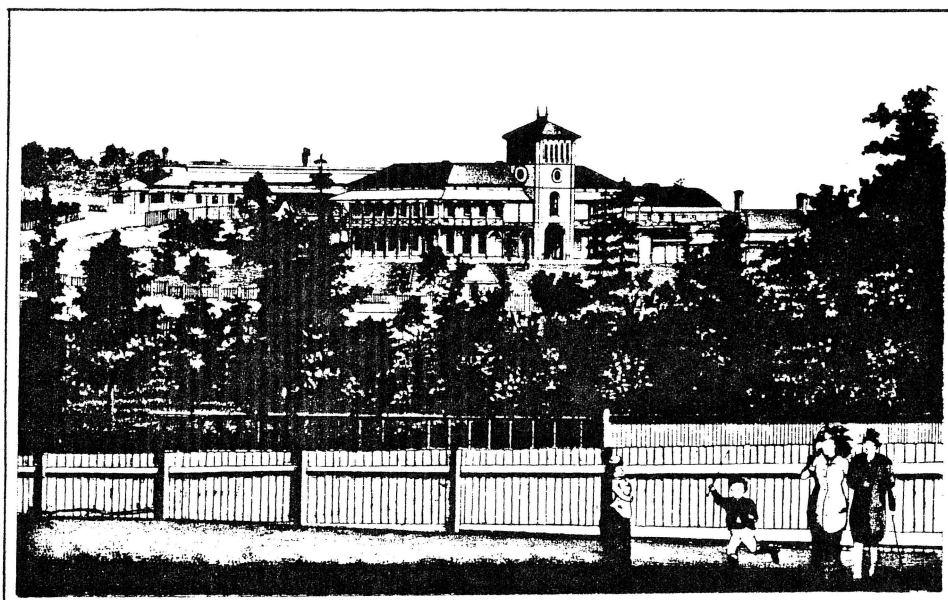
By the end of 1880, after one year of existence, the Toowong Primary School enrolment reached 248 pupils. No new enrolments for any one year were to exceed this over the next twenty-five years, though the 1887 enrolment came close with 233 new admissions. The late 1880s witnessed a rapid growth in population; *Fugh's Almanac* estimated Toowong Shire population as 1663 in 1887 and 2600 in 1889. If school enrolments can be taken as an indication of total population increase, then not only do they reflect mid-to-late 1880s immigration, but also a natural increase from the post-1875 immigration. Over the twenty-five years, the mean yearly increase in enrolments was 142, the median 148, and the mode lay in the 160-69 grouping - a substantial growth rate.

An interesting feature of the graph is the dramatic decrease in new enrolments in 1894. This may have been partly a result of the establishment of a convent school in Toowong in 1893, though Catholic families appear to have been sending their children by rail to church schools in Rosalie or the city. Changes in their schools would not have affected Toowong Primary School enrolments so greatly. The decrease may reflect population emigration following the 1893 flood, or a wariness about settling in Toowong after this calamity and the economic slump.

The decline in school enrolments at the beginning of this century most probably was a response to the establishment of a government primary school at Taringa in October 1900. Until that date, Taringa children attended the Toowong school.

This example of simple quantitative analysis can be combined with other research findings, such as memoirs and correspondence, general economic or population trends, and so forth, to provide a profile of how people resident in Toowong in the nineteenth century lived life. More sophisticated statistical analysis will be undertaken eventually, but the principle remains the same.

Essentially, the Toowong study aims at establishing a comparatively objective base of historical information from which to form subjective impressions about the nature of the local community, and its place in urban development. Hopefully this will provide a more substantive framework for the history of a community than the more traditional 'enlightened perception' approach.



THE HOSPITAL.

CHAPTER 12

PEOPLE

Devising research strategies for historical society:
The lifecourse approach

by John Cole

New directions in recent social research have involved moving away from the obviously documented areas of the past to specific reconstruction of other social characteristics. Conventional 'social history' overlooks the intrinsic worth and complexity of the everyday existence of historical populations, assuming instead that it is necessary to detect the significant rather than the obvious, the personality rather than the person, the unusual instead of the ordinary events of the past, according such manifestations in history a determinative pre-eminence above all else.

However, much of the substance of history - the facts about people in the past - is 'important' simply because it is conspicuous in its documentation. Indeed quantification and automatic record linkage have given small and long-forgotten historical occurrences a certain visibility that enhances their relevance to modern social research. Computer-based research techniques have facilitated the retrieval of many of the temporal characteristics of the past, yielding data on mobility and social structure, attitudes, living conditions and life expectancy. But this profusion of material has not been accidental; rather it has been the result of research strategies devised by historians in collaboration with sociologists, demographers and economists (cf. the Brisbane social atlas ed. McDonald and Guilfoyle 1981).

In one sense the aims of the new social research have developed concurrently with a growing sophistication in methodology. For example, the development of 'canned' statistical packages for computers have enabled widespread and detailed statistical analysis of historical populations, which twenty years ago would have been impossible. In that regard computer technology has stimulated the growth of quantitative history. But then the first rule of quantitative and reconstruction history requires the researcher to know exactly the aims of the research before the raw sources are linked and later manipulated.

Quantification is a messy business without standardised data, and the manipulation of evidence at an aggregative level presumes a purpose - a research ideal. Analytical intentions cannot be as vague as 'life in the past' or 'social structure'; rather success depends on focusing on a manageable number of aspects in historical society within the confines of an explanatory model. Thereafter the study must show why and how the research subject is of interest and relevance to developing enquiries in past society. This cannot be achieved without having first devised a research strategy from the outset.

My recent study of demographic transitions in a rural Queensland community, for example, developed from the premise that insufficient interdisciplinary attempts had been made by Australian historians in their efforts to recoup the temporality of the lives of individuals. Owing to the relatively short time span of Australian history, I thought that recent developments in family

history overseas could be of importance for work here. Family history was chosen as the medium in which to launch the project because a historical view of the family encompasses :

the study of the internal structure and processes of family and kinship, as well as their interaction with the larger society and with community, economic, legal, religious, and educational institutions. Thus conceived, family history properly combines the approaches of a variety of disciplines. Historical demography provides the quantitative armature for the study of both structure and change in the family. Sociology and anthropology furnish the basic approaches and methodologies for analysing the structure of the family and kinship... Psychology provides the conceptual framework and the techniques for the study of the individual lifecycle in relationship to the family... The contribution of economic theory lies in illuminating the influence of economic factors on demographic behaviour, the roles of family as a unit of production and consumption, economic strategies of the household and the family, and the interaction of the family with economic institutions (Hareven 1976).

Set within an interdisciplinary historical framework, the Boonah study as it became known, showed what could be achieved with new historical evidence, theoretical concepts, and methods of analysis, in placing individual existence in social and period perspective. Elsewhere family history has been at the forefront in explaining some of the more important and perplexing aspects of general historical transition, but a strategy for such work is absent in the Australian context.

An appropriate place to start new avenues of social research is in the local community, using record linkage techniques to reconstruct that society, creating a data file informative of the key social variables, the families, and the lifestyles of constituents. Any community with continuous records of births, marriages and deaths may be investigated, including areas of Brisbane (See Cole 1979). For example, by examining the timing of demographic events, against the backdrop of time and social structure, it was possible in the Boonah study to measure the dynamics of 'movement and adaptation' experienced by the local population in their social and psychological adjustments to life in a rural frontier community.

Implied in this example of demographic change against a social and period backdrop was a research strategy which encompassed the types of evidence used, the manner of its accumulation and collation, and eventually the scope of the analysis attempted. Information was required which highlighted the population composition of the area (families), socio-cultural characteristics (the social backdrop), and demographic events (dates of birth, marriage, and death). To give the study comparability within the population and with other studies, it was decided to aggregate groups according to their socio-cultural characteristics such as ethnicity, religion and education, and the time in which they lived, so that differences in experience could be highlighted across time. By using marriage cohorts derived from reconstructed families it was possible to measure the difference in experience of persons who married in the late nineteenth century, the inter-war period, and the post-1940 era. This simple technique allowed the spectre of behavioural change to fully emerge within a lifestyle context. Broadly defined this was the strategy which guided the research in its early stages toward an illumination of the lifecourse of local inhabitants over 100 years. Indeed the concept of the lifecourse itself brought with it many of the guidelines and requirements conceived as the basis for the study of lifestyle fundamentals in one community, a concept which may be applied to any community, whether urban or rural.

The lifecourse is the progression through events and roles which individuals make during their lives. Analysis which focuses on the lifecourse is consequently preoccupied with the patterns of age-differentiation in the timing of events such as schooling, adolescence, marriage, parenthood, and retirement. Beyond childhood there is no over-riding physiological scheme to adult development; rather the adoption of roles and identity are determined largely by the norms 'rooted in culture and society' (Rossi 1980, p. 13). If only for that reason, the historical study of lifecourse is valid, and capable of throwing much light on the day-to-day lifestyles of past populations (see Hareven 1978).

An advantage of the lifecourse approach is that it enables analysis which traces the development of individual lifespans over time, focusing not so much on one particular life condition at a particular moment in time, but concerned more with the social rules, perceptions and expectations which mould age progression (Elder 1977). It is an old truism that people create their own reality, but it must be remembered that they do so only in the normative circumstance of the time - that is in a world of rules and schedules that extends from a time to go to work to a time to marry and have children.

Those working with past societies must be fully cognisant of the fact that history first and foremost is time, that the processes of life and death preclude the existence of static condition. Moreover, time is an agent of human action in itself : there is a time for work, a time to play, a time for colleagues and a time for family. Within this concept some of the time allocations overlap, so that an individual's life can be seen as 'time allocation' whereby lifestyle priorities are evaluated in terms of the relative importance to the individual of the various sectors : work, family, and friends, to name a few.

Time allocation is very much dependent on the types of roles people incur during their lifespans, whilst conversely roles are assessed in terms of the amount of time at each person's disposal. To marry or not to marry, to have children or to maintain an 'empty nest' are decisions relating to the family unit which most people encounter at specific ages in their lives. For these reasons I believed that an analysis of schooling, marriage, and parenthood timing in the lives of the Boonah population since the mid-nineteenth century would yield much information on the way experience and expectation changed. The over-riding analytical hypothesis held that inherited and acquired socio-cultural characteristics mould individual perceptions of the lifecourse process, so that an individual's position within the social structure over time largely determined that person's normative assessment and appreciation of the lifecourse.

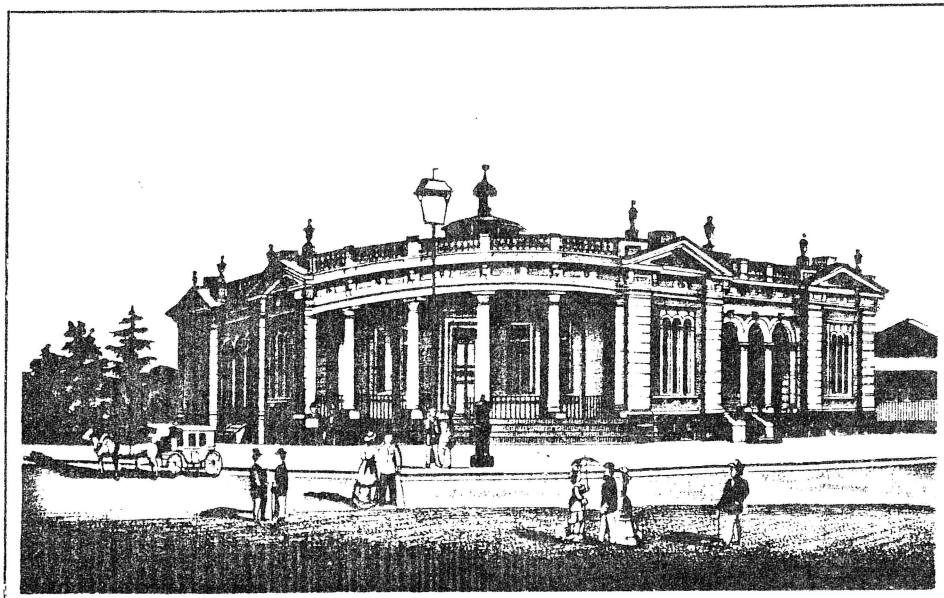
To illustrate the research method, it was possible : first, to recreate the social structure of Boonah shire over time showing patterns of interaction, distance, and modification; secondly, to identify principal lifecourse transitions in each marriage cohort (chronological aggregates of marriages spanning 20 years) and to compare them with other cohorts and data from elsewhere; and thirdly, to analyse lifecourse transitions for each cohort in terms of the social characteristics of the constituent marriage partners, statistically measuring the influence that social position and personal experience had in affecting the timing of lifecourse transitions. Of course this all pre-supposed that variables such as ethnicity, occupation, and religion were of some determinative influence in shaping personal attitudes.

A methodological advantage inherent in the Boonah study was that individual ethnic characteristics were determined beyond the immigrant generation; after delineating the spatial, religious, and occupational extent of each

ethnic group in the locality, it was possible to observe whether each subgroup preserved its ethnic identity through marriage selection. Although the shire was not surrounded by walls, the impression drawn from an overview of 100 years of local marital mobility was that very few individuals contacted spouses in other areas. From the point of view of cultural perception and attitude formation, this was an important consideration in the subsequent analysis of the local lifecourse, because such restricted marriage horizons indicated a fairly introverted society that possibly behaved differently to other populations in Australia. Certainly changes in this homogamous marital selection signified turning points in the composition and rigidity of the local social structure and in the attitudes and expectations bearing on the lifecourse.

Not surprisingly age at marriage at Boonah reflected a peculiar local disposition, largely borne of the ethnic and farming composition of the area, toward earlier than normal marriage elsewhere in Australia. Boonah showed that not all parts of the country were closely synchronised with the sequential unfolding of national trends. As was the case with marital timing, in its approach to changing fertility patterns, the Boonah community revealed itself to be more traditional and cautious in adaptation to new conditions. Large families were the norm at Boonah at least 20 years after they began to contract in other parts of Australia during the 1870s.

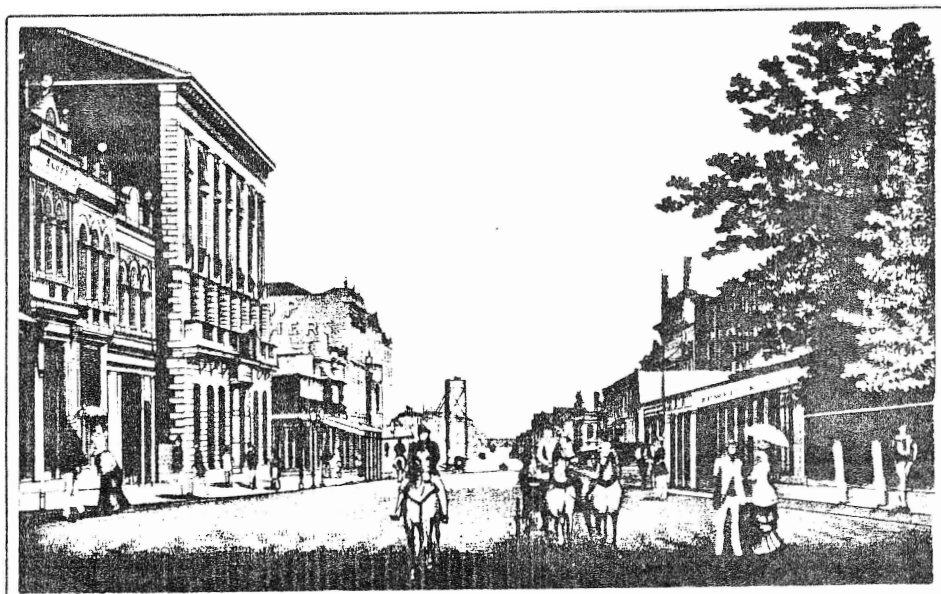
Over 100 years, however, the staging of the lifecourse at Boonah gradually conformed to trends evident at the national level, pointing to a merging of urban and rural, local and regional society. In short, the scope for local idiosyncrasy in lifestyle diminished with the advent of universal education and mass communication. These findings are relevant not only to family history, but also to Australian local and regional history, because they point to the fact that general histories can miss much which lies below the national aggregates, trends, and patterns. Consequently community studies of this kind are sorely needed, for urban centres such as Brisbane and for rural areas. John McCarty warned in 1978 that some of our ideas about Australian history might necessarily have to be revised when more detailed works appear from the regions and localities (McCarty 1978). The experience of the Boonah project has found nothing to contradict that view.



THE REGISTRAR GENERALS OFFICE.



QUEEN STREET LOOKING WEST.



QUEEN STREET LOOKING EAST.

PART 4

PROBING BRISBANE

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withheld from ~~the~~ ~~new~~ ~~of~~ ~~its~~ ~~being~~
dealt with as ~~the~~ ~~applied~~ ~~the~~ ~~area~~
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PROBING BRISBANE

Introduction

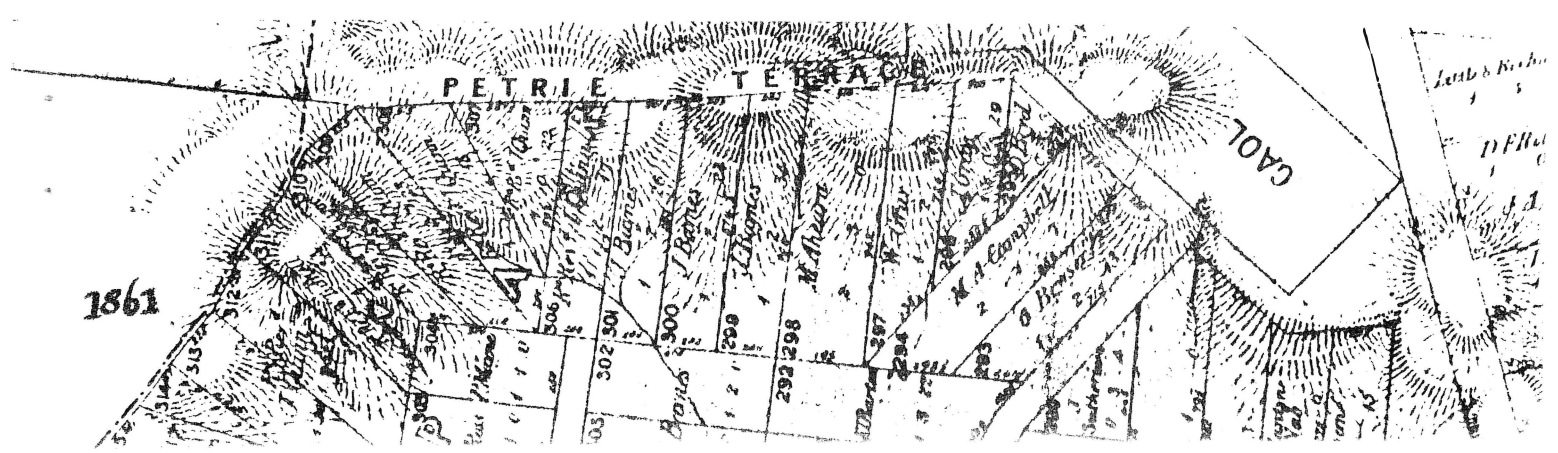
by Rod Fisher

The general drift of this collection will be quite clear by now - that as far as Brisbane is concerned there are various paths to historical salvation, whether in terms of sources, approaches, methods or means. Many of these avenues have hardly been attempted, either singly or combined, so that there is much potential in probing Brisbane's past.

At this early stage of research it is not possible to provide a scholarly overview, even within defined topical, geographical or chronological bounds, let alone for the Brisbane region as a whole. What we need now is a series of detailed studies on all kinds of subjects, combined with experimental method, interdisciplinary insight and imaginative interpretation. As a basic starting point, John Wheeler and Colin Sheehan touch upon some of the approaches and sources below.

Apart from the often intractable nature of the sources themselves, the greatest obstacle to understanding is the wanton destruction of the past, ostensibly in the name of progress and convenience, but often for private profit. This applies not only to the natural and built environment, but also to historical records which are still being shredded by government departments and incinerated by well-meaning individuals without consideration of their significance. Whereas other countries, such as England, retain census returns for research after 100 years, we destroy all files for the sake of privacy, thus forfeiting much hope of reconstructing Australian society. In comparison with other States, social research is even more restricted in Queensland, since the Registrar-General's records of births, marriages and deaths are not accessible for research. Here the human factor is almost as fickle as the elements of flood, fire and vermin.

Consequently the history of Brisbane entails much more than high-level research by established scholars. Everyone can help in different ways : by caring for artefacts at home and elsewhere; by finding out about family history; by maintaining historic structures, sites and minor works; by keeping an eye on significant items; by informing others of details; by educating children and other contacts; by participating in historical groups and activities. Some of the associations catering for these activities are listed below, as well as the interests of members of the Brisbane History Group. What all of this means is that without public consciousness and participation there will be little real progress towards preserving the heritage of Brisbane.



CHAPTER 13

INTERPRETATION

Imagination versus documentation in urban evolution

by John Wheeler

The German language makes a distinction between straightforward history and something else called *geschichte*, meaning significant history concerned with offering insights, interpreting occurrences and selecting material in accordance with the chosen theme. Such an approach might be considered potentially dangerous; but it does point to an important issue: in urban history do we simply want to record facts or to give significance to the relationship between those facts? And is what seems to me significant of much import to anybody else?

The sound of Elgar's Pomp and Circumstance Marches - 'Land of hope and glory' and the rest - produces in most of us a sense of nostalgia and allows us to drift back in thought to a secure Edwardian world which we never knew. But for those who are railway nuts there is a deeper meaning. Rumour at least has it that Elgar was a great admirer of George Jackson Churchward, the famous locomotive engineer of the Great Western Railway, whose brightly-polished olive-green locomotives and brown and yellow coaches served the Malvern area where Elgar lived. Each March, so the rumour runs, was based upon the rhythm of a separate class of Churchward locomotives! Such linkages are probably of as much interest to a psychologist as to a historian; but they may show that in the stream of consciousness even the historical significance of public services may not be straightforward.

At the point where history and technology meet, another issue is whether the history of things technological is best written by historians using their own methodology, or whether better results are obtained if the work is done by specialists in the technical field concerned. Each approach has something to commend it. The professional historian is unlikely to have much sympathy with the rivet-counting of the railway maniac, and the latter is not going to see much merit in testing of rather abstract propositions. However, there is a third approach which could be quite useful. This would involve somehow standing to one side, perhaps scratching our heads, and being open to the possibility of useful analogies.

Town-planners have long since become acquainted with the work of Sir Patrick Geddes (1854-1932). This extraordinary biologist was, first, pupil and assistant to Thomas Huxley and, secondly innovator of a package of techniques which he called 'conservative surgery', to be used with tremendous success at Edinburgh. Geddes wrote *Cities in Evolution* which looked at the processes of urban change in terms of biological analogy. For him the cities of man bore an uncanny resemblance to coral reefs, with individual humans, cast in the role of polyps, throwing up protective skeletons of concrete and masonry but rapidly dying off, while succeeding generations continue to build what their predecessors left behind, with tempest, accretion and erosion making their impact upon the whole from time to time.

At any given moment, the physical framework of a city has a specific form that can be recorded. There are various techniques of remote sensing,

and it is quite exciting to view a succession of satellite images showing the effect of changing seasons. Most cities have complete aerial photographs carried out at various times for purposes of establishing existing uses, so that it is possible to conceive of time-lapse cameras set up at particular city view-points to record change. There are useful survey techniques developed by town-planners, and the architectural measured drawing has a long and honourable history. Very fine historical records may now be prepared by these visual means.

Although physical works often outlive their creators, the pace of change is such that proper recording is vital. There are many modern techniques available, but these are generally scattered among a variety of professional groups who are not necessarily aware of all the available resources. Even so, researches can derive useful conclusions about the history of a town, a building, or an engineering work from knowledge of techniques available at particular periods and from understanding the cultural objectives which each generation seems to set. A process which Geddes called the diagnostic survey is basic to reaching useful decisions about what to sacrifice and what to adapt, or whether a particular building or area should be subject to demolition, major surgery, or minor cosmetic treatment.

Just as artefacts often outlive the folk who create them, so, in their turn, documents may outlive buildings and even cities. In combination with visual means, written records expose the evolution of cities. As far as Brisbane is concerned, several documentary considerations may be pertinent. First, there are well-established controls over public records in Queensland, as set out in the *Libraries Act* and in the *Public Records (Access) Regulations (1976)*. Basically the head of each department retains control over records indefinitely; but documents may be placed within the State Archives at Annerley Road. Secondly, some items like land titles are not published in the normal sense but are available upon payment of a fee. And thirdly, there are public documents which appear on the open shelves of public libraries. Much information may be found in the annual reports of organisations like the Brisbane City Council, while the reviews of state development which appear in the *Annual Reports of the Co-ordinator-General*, are of great significance. Those by the first Co-ordinator-General, Sir John Kemp, in the mid 1940s are an unparalleled assessment of the challenges involved in moving from a wartime to a peacetime situation.

If analogies like Geddes's give significance to the past, visual and documentary sources may be marshalled accordingly to reconstruct the organic history of Brisbane. In fact, history is often found in unusual places. Rudyard Kipling's 'Song of the cities' even includes a verse about Brisbane which really needs the accompaniment of Elgar :

*The northern stock beneath the southern skies,
I build a nation for an empire's need.
Suffer a little and my name shall rise
Queen over lands indeed.*



CHAPTER 14

DOCUMENTATION

The mosaic of source material

by Colin Sheehan

Source material in history must be mined for purposes beyond its original intent (for example, directories); it should also be mined in all its amazing variety - books, manuscripts, pamphlets, newspapers, official publication, maps, photographs (see Johnston 1980, Zerner 1981). The different forms of sources should be used to confirm or disprove what has possibly become myth. For instance, the common belief that the first bishop of Brisbane, Edward Tufnell, was enthroned in St John's Pro-Cathedral in 1860 by Archdeacon Benjamin Glennie : the Archdeacon might have been a remarkable man, but according to his diary he was on that day somewhere between Dalby and Jondaryan. Only by going to original sources can we accurately reconstruct the past.

Of the infinite variety of materials, printed sources are the most obvious. Apart from the current secondary works, there are earlier histories such as William Coote's *History of Queensland* (Brisbane 1882), and souvenir publications such as the *Brisbane centenary official historical souvenir* (Brisbane 1924). However, compared with recent works by Ron Lawson (1973) and John Steele (1972, 1975), it is often difficult to trace where earlier writers obtained their information. These sources need to be treated judiciously, as do the reminiscences of pioneers such as Tom Petrie (1904) and Nehemiah Bartley (1892-1896).

From some sources we might get the unfortunate impression that the Brisbane region was formed by people who, if not white, Anglo-Saxon and protestant, at least spoke English. As well as Aborigines, various non-British members of the community made their mark, especially German settlers. Their newspaper, the *Nord Australische Zeitung* was published in Brisbane, and German supplements were included in the *Queenslander* and the *Queensland news budget*. These materials served a large German speaking population, with their own churches and schools.

On the whole, newspapers are most informative. Reporting was quite subjective and often flavoured by competition with rivals. Consequently it is necessary to examine all of the extant newspapers, for instance both the *Brisbane courier* and *Queensland daily guardian* for the 1860s. All kinds of information may be gleaned, from advertisements as well as features and reports, ranging from parliamentary debates of 1860-64 (when there was no *Hansard*), to basic facts about people, places and events. One caveat, however - there is no index to this mountain of newsprint.

Other printed sources might be more ephemeral, but invaluable nonetheless. The early Government Intelligence and Tourist Bureau distributed a number of illustrative guides, including the 1909 *Pocket Brisbane* which pinpoints everything from shops and services to trips and amusements. Further detail is provided by directories since 1859, including *Pugh's almanac* (1859-1929) and especially the *Queensland Post Office directories*

(1868-1949) which list every known recipient of mail. Altogether these sources provide not only biographical data but also the basis for demographic, occupational and industrial analysis.

These sources may be supplemented by periodical publications of a more specialist kind. For instance, building details will be found in the *Architecture and building journal*, while the *Australian banking and insurance record* documents their destruction by fire since the 1880s. The *Queensland Government mining journal* is also important, as is the *Education Office gazette*.

For breadth of information, however, other government publications are invaluable. For Royal Commissions there is a comprehensive bibliography (see Borchardt 1978), though not all, such as the National Hotel Inquiry, have been published. And unlike New South Wales, there was no 1904 commission into sex.

Government gazettes present great detail on such matters as tenders, appointments to the public service, laws, proclamations, wills and intestacies. Though enormous in bulk and somewhat obscurely indexed, it is usually possible to find what is required.

The early parliamentary papers often included items which would not now be considered the concern of central government, such as reports on bridges in small towns, intermingled with scandal in government and more mundane correspondence. Census publications, until a Commonwealth responsibility, are also included, as well as the *Blue Books* which list appointees to civil service.

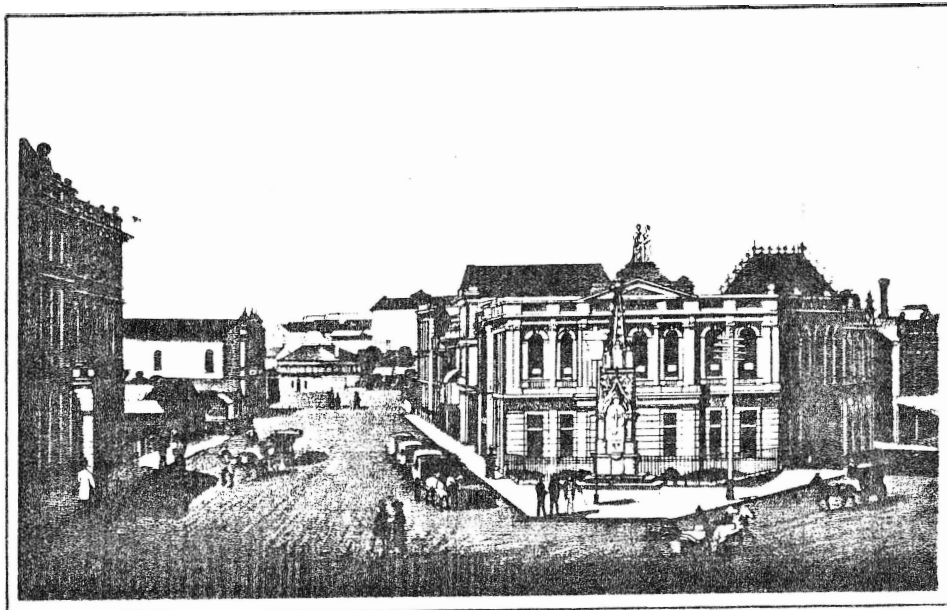
Many of these printed sources provide maps, as well as photographs and visual material, which flesh out the otherwise dry bones of the past. The problematic fact that Brisbane as a capital is situated in the south-east corner of the state is brought home by a map published in *Pugh's Almanac* for 1862 that marks the border somewhere down near Grafton and labelled 'debatable territory'. However, the major collection of government maps, both printed and manuscript, is held at the State Archives, while survey plans are deposited with the Department of Mapping and Survey. Other maps prior to Separation in 1859 are to be seen at the New South Wales Archives. Furthermore, some 4,500 maps of different kinds are held by the Oxley Library, including those of estate agents mostly drafted during the land boom of the 1880s when they offered free train travel, champagne and chicken to prospective purchasers. These indicate where development was going, how suburbs were named, the layout of streets and even changes in projection. For instance a map of Toowong from the mid 1860s shows how the area was reoriented for the coming of the railway. In addition *Balliere's Queensland gazetteer* (1876) was probably one of the few geographical dictionaries ever published for Brisbane. Queensland atlases were also printed, as in 1865 and 1878, so that altogether it is possible to trace how Brisbane developed at specific times.

Sketches, paintings and illustrations provide the finer detail of development, though these may be somewhat subjective. However, photography from the 1860s provides one of the least biased sources. For example, the main street in Dalby in 1872 looks exactly as one might expect - a dirt track lined with wooden buildings. Contrast this with a description of the town written by a young Congregational minister of the late 1860s, that Dalby was the 'Sodom of the plains' and 'nowhere in the British Empire was there sin, lasciviousness and lust' of quite such proportions, so that the only 'saving grace of the railway was to truck in Bibles' - none of which appears in the photographic evidence. At the Oxley Library, the main purpose of the photographic collection is to

provide a continuous topographical record of the past.

Apart from these sources, there are original manuscript materials. The vast collection of governmental records which are deposited in respective Commonwealth and State archives can hardly be itemized here (see Johnston 1980, Zerner 1981, and archival indexes). In particular the Oxley Library has microfilm of official documents relating to the Moreton Bay Colony and Queensland from the Archives Office of New South Wales, as well as records concerning Australia from the Public Record Office and other repositories in England (Australia Joint Copying Project). Many non-governmental records are held in various hands, but especially in the Oxley and Fryer Libraries. These might be personal papers (the household book of a Paddington boilmaker 1876-87), individual histories (Fewing's memoirs of Toowong 1890), or someone's collected papers (James Slaughter, the former town clerk); or the records of companies (Evans, Anderson and Phelan of Kangaroo Point), or of some group (Royal National Association, Brisbane Wool sellers Brokers Association).

All of these sources can be quite diverse, difficult and even perfidious. But altogether they make it possible for researchers to piece together something of the mosaic of the past. And the rewards may be myriad. To glimpse a grand colonial building of Italian Renaissance style, with people promenading in front, might be a wondrous sight; but along the rutty street, prancing horses provided more than a mode of transportation.



CORNER OF EAGLE AND QUEEN STREET.

CHAPTER 15

ASSOCIATION

The Brisbane History Group and other societies

by Helen Gregory

The Brisbane History Group was formed in February 1981 to encourage and promote the study of Brisbane history. There are no limits on either areas of concern or interests of members provided they relate to the Brisbane region from prehistory to the present. Some members are engaged in major research projects, for example, in social, medical, technological, and architectural history; other members have a purely private interest in the development of Brisbane. People of all ages and from all walks of life are welcome to participate.

The Group organizes seminars, exhibitions and excursions, and publishes a regular newsletter, *The Brisbane Courier*. Among the Group's proposed major publications are : a source directory (to help people know where to go for what they need to know); a research register (a list of who knows about which particular area, person, etc.) and a collection of documents, both private and official, written and pictorial, which will reflect the multitude of aspects relating to Brisbane history.

If you are interested in becoming a member of the Group, please obtain a membership form and forward it to the Treasurer. Membership entitlements include a reduced entrance fee at Brisbane History Group functions, a reduced price for publications, and the Group's newsletter. Copies of the constitution and past issues of *The Brisbane Courier* are available on receipt of a membership subscription. Further information may be obtained from the address below (and see opposite p. 1 above).

Though the Group is the only society devoted specifically to the history of the Brisbane region, various bodies have related interests, including the following :

AVIATION HISTORICAL SOCIETY OF AUSTRALIA, QUEENSLAND BRANCH
GPO Box 2315, Brisbane 4001

AUSTRALIAN STUDIES CENTRE
University of Queensland, St Lucia 4067

BRISBANE HISTORY GROUP
28 Rosebery Street, Chelmer 4068

COBB & CO. AUSTRALIAN MUSEUM
Jones and Water Streets, Toowoomba 4350

DOLL AND TOY MUSEUM (PANAROO'S PLAYTHINGS)
401 Lutwyche Road, Windsor 4030

ESPERANTO SOCIETY MUSEUM
Senior Citizens Building, 22 Qualtrough St, Woolloongabba 4102

QUEENSLAND FAMILY HISTORY SOCIETY
PO Box 171, Indooroopilly 4068

FRIENDS OF THE FRYER LIBRARY
University of Queensland, St Lucia 4067

GENEALOGICAL SOCIETY OF QUEENSLAND
329 Logan Road, Stones Corner 4120

HISTORY SOCIETY
History Office, University of Queensland, St Lucia 4067

QUEENSLAND HISTORY TEACHERS ASSOCIATION
PO Box 84, Spring Hill 4000

INSTITUTION OF ENGINEERS, AUSTRALIA, QUEENSLAND DIVISION
447 Upper Edward Street, Brisbane 4000

QUEENSLAND MARITIME MUSEUM ASSOCIATION
Dry Dock, Stanley Street, South Brisbane 4101

NATIONAL TRUST OF QUEENSLAND
GPO Box 1494, Brisbane 4001

NEWSTEAD HOUSE TRUST
Breakfast Creek Road, Newstead 4006

ORAL HISTORY ASSOCIATION
Fryer Library, University of Queensland, St Lucia 4067

ORMISTON HOUSE RESTORATION COMMITTEE
GPO Box 1252, Brisbane 4001

PLACE NAMES BOARD
George Street, Brisbane 4000

POSTAL TELECOMMUNICATIONS HISTORICAL SOCIETY
Public Relations Section, GPO Brisbane 4000

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
GPO Box 682, Brisbane 4001

ROYAL GEOGRAPHICAL SOCIETY OF AUSTRALIA, QUEENSLAND
368 George Street, Brisbane 4000

ROYAL HISTORICAL SOCIETY OF QUEENSLAND
Commissariat Store, William Street, Brisbane 4000

BRISBANE TRAMWAY MUSEUM SOCIETY
2 McGinn Road, Ferny Grove 4055

QUEENSLAND WOMEN'S HISTORICAL ASSOCIATION
'Miegunyah', 31-35 Jordan Terrace, Bowen Hills 4006

BEAUDESERT HISTORICAL SOCIETY
Beaudesert Historical House, Beaudesert 4205

BEENLEIGH AND DISTRICT HISTORICAL SOCIETY (Mrs Jenkinson)
Eagleby Road, Eagleby 4207

BUDERIM HISTORICAL SOCIETY
'Pioneer Cottage', PO Box 166, Buderim 4556

CABOOLTURE HISTORICAL SOCIETY
PO Box 171, Caboolture 4510

FASSIFERN DISTRICT HISTORICAL SOCIETY
PO Box 98, Boonah 4310

GOLD COAST AND HINTERLAND DISTRICT HISTORY SOCIETY
PO Box 800, Southport 4215

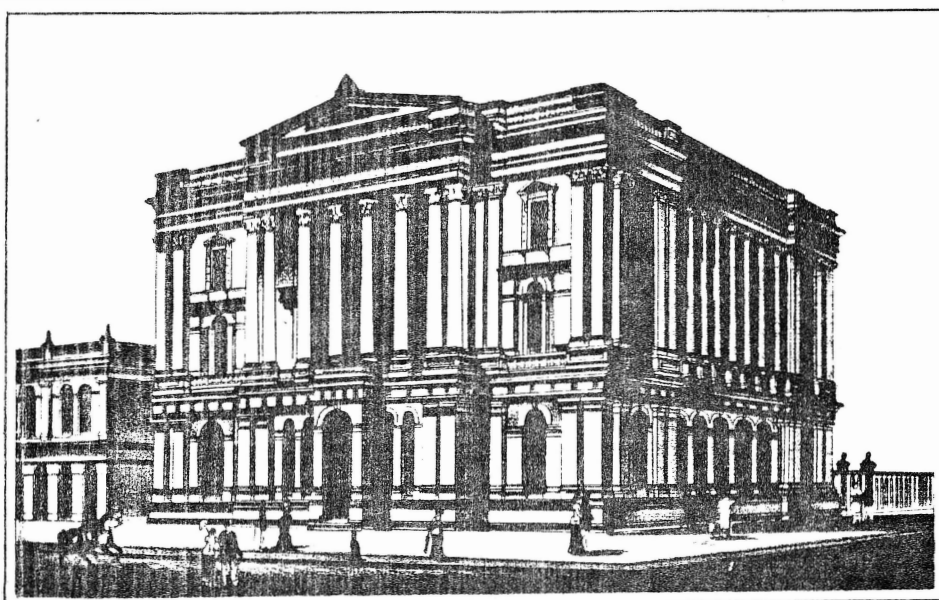
HISTORICAL SOCIETY OF IPSWICH
PO Box 295, Ipswich 4305

SHIRE OF LANDSBOROUGH HISTORICAL SOCIETY
2 Park Place, Caloundra 4551

REIDCLIFFE HISTORICAL SOCIETY
8 Brenman Road, Scarborough 4020

TOOWOOMBA HISTORICAL SOCIETY
PO Box 1171, Toowoomba 4350

WARWICK AND DISTRICT HISTORICAL SOCIETY
PO Box 236, Warwick 4370



THE QUEENSLAND NATIONAL BANK.

CHAPTER 16

DIRECTORY

Names, address and interests of Brisbane History Group members

by Rod Fisher

The following list gives the names of BHG members, with addresses and major interests, as provided by the 1981 membership forms. Only specific subjects relating to the history of the Brisbane region are given, as general interest may be assumed. The names of contributors to this collection of papers are asterisked.

One obvious feature is the great diversity of members' interests and expertise. For so many facets of the Brisbane past, personal assistance may be available simply for the asking.

*ALLOM, Richard (Architect)

Cnr Brunswick Harcourt Streets, New Farm 4005

Conservation and restoration of the historic built environment

AMIES, M.I. Mrs

29/104 Station Road, Indooroopilly 4068

*ANNAND, Fred (Engineer)

194 Hawken Drive, St Lucia 4067

Electricity supply industry

APPLEGARTH, Valerie Mrs

42 Hillock Street, Coorparoo 4151

BARROW, Ian and Company, solicitors

PO Box 107, Clayfield 4011

*BENNETT, Helen (History reader)

Indooroopilly High School, Indooroopilly 4068

Social, family, community and demographic history, especially late 19th century Toowong

BOURKE, Robert

34 Dorrigo Street, Stafford 4053

Early economic structure, manufacturing development, industrial archaeology, local government

BOWDEN, W.E.

44 Oberon Street, Morningside 4170

BOYLE, Carmel Sr

Presentation Convent, 12 Churchill Street, Graceville 4075

Historical sites and structures

BROWNING, John

133 Waverley Road, Taringa 4068

Narrow gauge railways and associated industries (including sugar industry, Moreton coalfield, Maroochydore Shire Council, Luggage Pt sewerage), Indooroopilly area

CARTER, Tom

3 Shaw Street, Auchenflower 4066

Brisbane Tramway Museum archives

CLARINGBOULD, Joan Mrs
118 Hawken Drive, St Lucia 4067

*COLE, John
History Department, University of Queensland, St Lucia 4067
Social, family, community and demographic history, especially
Queensland

COLLIVER, Stanley
113 Enoggera Terrace, Paddington 4064
Aboriginal culture and Queensland place names

CONROY, Denise
133 Sirius Street, Coorparoo 4151
Administrative history, including the Potato and Onion Marketing
Board

COOPER, Elizabeth Ms
14 Ashton Street, Kingston 4114
Prehistory

*COSSINS, Geoff (Engineer)
23 Penrose Street, Auchenflower 4066
Water Supply and floods

COSSINS, Rhyl
23 Penrose Street, Auchenflower 4066

CROSS, Manfred MLA
225 Boundary Road, Rainworth 4065
Inner city and suburban history, especially Rainworth-Bardon area

CROUCHLEY, Betty Mrs
16 Boomerang Road West, St Lucia 4067
Social, cultural and political life, especially 1890-1939

CROUCHLEY, Jim Dr
Physics Department, University of Queensland, St Lucia 4067

DAVIS, Margaret
123 Bankside Street, Nathan 4111

DEAN, George
8 Woolton Street, Tarragindi 4121

DE GRUCHY, G. Dr
Architecture Department, University of Queensland, St Lucia 4067
City centre art, architecture and planning

DERRICK, Helen
53 Lilly Street, Sherwood 4075
Local history, children's collections, archives

DE VOSS, Myrna Mrs
24 Mount Ommaney Drive, Jindalee 4074
Pioneering

DOUGLAS, Elspeth
36 Marmion Parade, Taringa 4068

DOUGLAS, Graham
36 Marmion Parade, Taringa 4068

FAINGES, James
60 Fallon Street, Everton Park 4053
Convict era, highway design, urban studies, model-making

FAINGES, Marjory Mrs
60 Fallon Street, Everton Park 4053
History, restoration and collection of dolls and toys

- FINLAY, Judith Mrs
5/222 Schonell Drive, St Lucia 4067
- *FISHER, Rod Dr (History lecturer)
63 Wellington Street, Petrie Terrace 4000
Social family, community and physical history of inner suburbs,
especially Petrie Terrace and Kangaroo Point
- FITZ-GERALD, Carolyn
5 Baree Street, Kenmore 4069
- FLEMING, E.M. Mrs
32 Princeton Street, Kenmore 4069
- FOLEY, C. Mrs
75 Woodstock Road, Toowong 4066
- FORD, Garry R.
'Kankanya', 4/39 Le Geyt Street, Windsor 4030
General, political, climatic and transport history, especially street
public transport
- FOWLER, Diane
28 Jackson Street, Indooroopilly 4068
Housing, art and family life
- FRENCH, Maurice
Darling Downs Institute of Adult Education, Toowoomba 4350
Darling Downs and regional history
- GILL, J.C.H. MBE
15 Gilgandra Street, Indooroopilly 4068
- *GREGORY, Helen Mrs (BHG President)
28 Rosebery Street, Chelmer 4068
Early settlement and land ownership, especially south-western area
- GUILFOYLE, Michael Dr
School of Australian Environmental Studies, Griffith University,
Nathan 4111
Urban development, social patterns, and socio-political processes
- HALL, Gloria
10 Kenilworth Street, Sherwood 4075
- HARRISON, Jennifer Mrs
28 Ivy Street, Indooroopilly 4068
Family history and archives
- HENDERSON, Robert G.
PO Box 607, South Brisbane 4101
Public transport, including rail, tram, bus and ferry
- HUDGSON, Joan
200 Clarence Road, Indooroopilly 4068
Family history
- JENNER, Margaret Ms
73 Plimsoll Street, Greenslopes 4120
Social and cultural history, colonial adjustment and development,
suburbs (Paddington - Rosalie - Milton - Coorparoo - Greenslopes)
- JERKS, John O.
64 Hillsdon Road, Taringa 4068
South Brisbane, 19th Century evangelical development, pre-World War 1
ethnic groups, pre-Federation military establishments
- *JOHNSTON, W. Ross Dr (History reader)
History Department, University of Queensland, St Lucia 4067
Queensland regional and community history

- *KERR, John (statistician)
11 Camira Street, St Lucia 4067
Railways, mining and sugar industry
- KERR, Ruth
11 Camira Street, St Lucia 4067
Sugar industry, railways and archives
- LABATT, J. Margaret Mrs
19 Gladstone Street, Indooroopilly 4068
- LALOR, R.W. Mrs
75 Nevlans Road, Indooroopilly 4068
- *LAVERY, John Prof.
External Studies Department, University of Queensland, St Lucia 4067
Urban history and local government
- LOANE, Patricia Miss
Parliamentary Library, Brisbane 4001
- LOVEDAY, Rosalind Ms
44 McIlwraith Street, Everton Park 4053
Archives
- MACAULAY, Bettina F. Mrs
412 Swann Road, St Lucia 4067
Art and culture
- McCREATH, Alison
34 Soudan Street, Toowong 4066
Milton to Toowong area
- McKENZIE, Wallace D.
47 Newcomen Street, Indooroopilly 4068
Natural history
- *MAYNARD, Margaret (Art History lecturer)
Fine Arts Department, University of Queensland, St Lucia 4067
Art history
- MITCHELL, Marjorie
60 Wardell Street, Ashgrove 4060
- MORONEY, Margaret
45 Henderson Street, Capalaba 4517
- MORONEY, Tim
Parliamentary Library, Brisbane 4001
19th century political and industrial development
- MULLINS, Patrick Dr
Anthropology and Sociology Department, University of Queensland,
St Lucia 4067
Political economy and sociology of urbanisation
- O'HAGAN, Margaret
Fryer Library, University of Queensland, St Lucia 4067
Archives and culture
- PATRICK, Ross Dr
12 Connery Street, McDowall 4053
Medical history
- PURTILL, D. Mrs
291 Brighton Road, Sandgate 4017
- QUEENSLAND WOMENS HISTORICAL ASSOCIATION
'Miegunyah', 35 Jordan Terrace, Bowen Hills 4006

- RAMSAY, Patricia
CPO Box 421, Brisbane 4001
Anglican history and diocesan archives
- RICHARD, Evan
121 Pring Street, Tarragindi 4121
Municipal engineering including drainage and topography
- ROBERTS, Nancy
264 Days Road, The Grange 4051
- ROBERTSON, Nena G. Mrs
81 Wynnum North Road, Wynnum North 4178
- ROBINSON, Gwen Mrs
137 Newnham Road, Mt Gravatt 4122
Mt Gravatt
- SAYRE, Paul (BIG Treasurer)
14 Wonerah Street, Camp Hill 4152
Early Brisbane and legal history
- SELNES, Joan Mrs
17 Boyra Street, Dutton Park 4102
Early Brisbane buildings and development
- *SHEEHAN, Colin (Archivist)
John Oxley Library, William Street, Brisbane 4000
- SHIPSTONE, Graham
17 Pinecone Street, Sunnybank 4109
Local history
- SIMPSON, B. Miss
172 Weller Road, Tarragindi 4121
Convict era and early buildings
- SINCLAIR, Jean Miss
95 McCaul Street, Taringa 4068
Social history
- SINNAMON, Ian
Architecture Department, University of Queensland, St Lucia 4067
Architecture history
- SKINNER, James Dr
Geography Department, University of Queensland, St Lucia 4067
Social history, especially post-war
- SMITH, Lyndsay C.
101 Kersley Road, Kenmore 4069
Family history, especially South Brisbane 1840-80
- STEELE, John G. Dr
Physics Department, University of Queensland, St Lucia 4067
Prehistory, exploration, convict era, settlement, 19th century artists,
Brisbane River
- STEWART, H. Mrs
8 Acworth Street, Kenmore 4069
- STOCKS, Dennis
5/21 Wisson Grove, Woolloowin 4030
Russian migration 1905-24, civil disturbances 1914-21 and industrial
architecture
- SWAN, Doris
36 Hebe Street, Bardon 4065

SWAN, Geoffrey J.
86 Hebe Street, Bardon 4065
Early education

TAIT, J. Roy
62 Yeronga Street, Yeronga 4104

TAYLOR, Helen Miss
School of Humanities Griffith University, Nathan 4121
World War II impact, the Depression, women in the community, oral history

THATCHER, T. Dr
86 Savoy Drive, Florida Gardens 4217
Buildings and their conservation

THATCHER, T. Mrs
86 Savoy Drive, Florida Gardens 4217

TILLET, Coral
41 Walkers Drive, Balmoral Heights 4171
Maritime and medical history

TULLY, E.A. Mrs
37 Liverpool Road, Clayfield 4011
Suburbs, their landmarks and heraldic sculpture in the city

UNDERHILL, Nancy Mrs
Fine Arts Department, University of Queensland, St Lucia 4067
Art and culture

WALES, Murdoch A.
471 Honour Avenue, Sherwood 4075

*WALKER, Meredith (town planning consultant)
'Terrigal', 5 Burlington Street, East Brisbane 4169
Architectural, town planning and physical history of inner suburbs and city centre

WALL, Merle Mrs MBE
Clifton Lodge 4/108 Oxlade Drive, New Farm 4005

WARD, Bryan Ven.
10 Ramor Street, Kenmore 4069
Ecclesiastical and social history

*WATSON, Tom Dr (Education lecturer)
Education Department, University of Queensland, St Lucia 4067
Educational history

WETHERELL, G.L. Miss
102 Victoria Avenue, Chelmer 4068
Early suburban development

*WHEELER, John (planning officer)
Co-ordinator General's Department, 100 George Street, Brisbane 4000

*WHITMORE, Ray L. Prof.
Mining and Metallurgy Department, University of Queensland, St Lucia 4067
Industrial and engineering history, especially mining

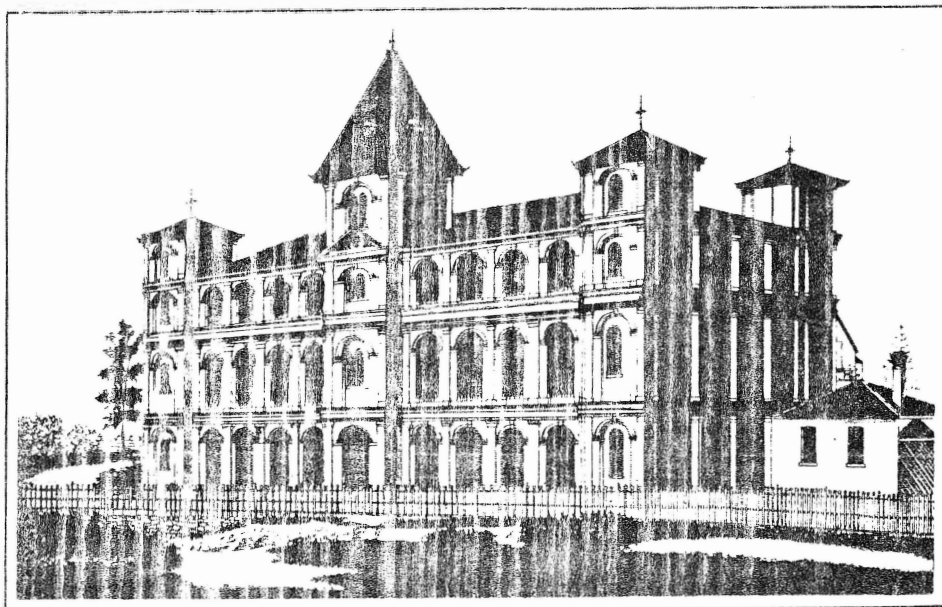
WILLIAMS, B. Miss
16 Newbery Street, Newmarket 4051
Social history

WILLIAMSON, Jane
3/46 Mitre Street, St Lucia 4067
Local history

WOOD, Joan Mrs
97 Erica Street, Cannon Hill 4170
Educational history, especially technical education

WOOD, Ronald F.J. Dr
120 Queenscroft Street, Chelmer 4068
Medical, hospital and early Brisbane history

YOUNG, Hazel Mrs
25 McCaul Street, Taringa 4068



ALL HALLOWS CONVENT SCHOOLS.

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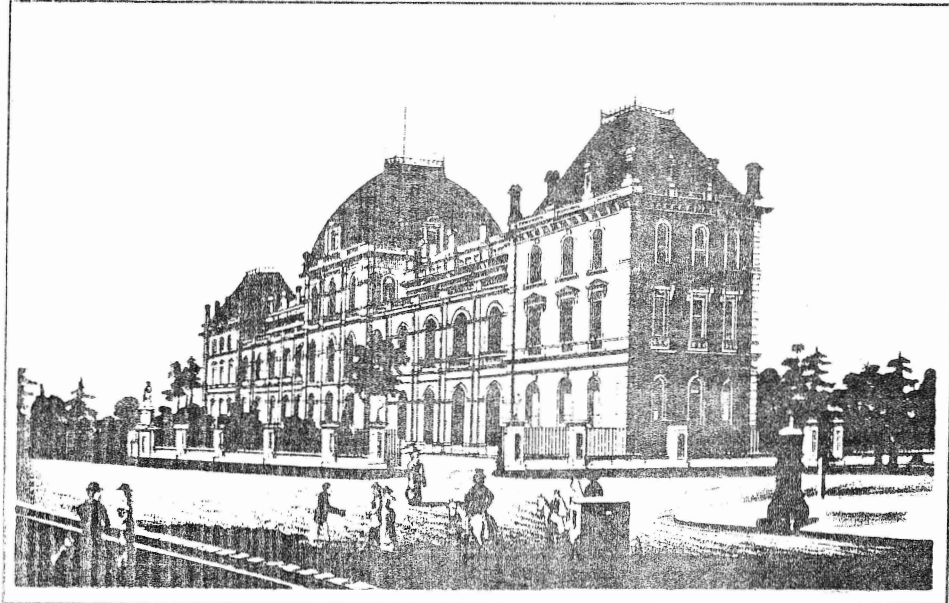
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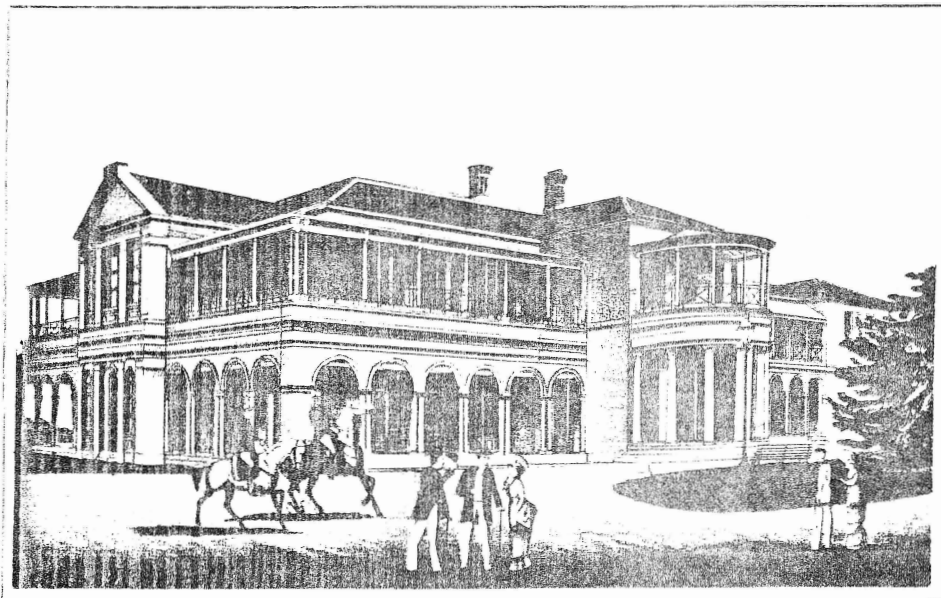
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HOUSES OF PARLIAMENT.



GOVERNMENT HOUSE.